

# THE Hongkong Weekly Press

## AND China Overland Trade Report.

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### BIRTHS.

On the 29th September, at Beryl, Garden Road, Kowloon, the wife of T. G. HUGHES, Public Works Department, of a daughter.

On the 29th September, 1899, at Greencroft, Kowloon, the wife of JOHN THOMAS MARTIN WHEELLEY, of a son.

At No. 2, Gough Hill, the Peak, on Sunday, the 1st October, Mrs. A. A. TOMES, of a son.

At the Peak, Hongkong, on the 3rd October, the wife of ANDREW DONALD, Engineer of Works, Green Island, Macao, of a son.

### MARRIAGES.

On September 18th, 1899, at All Saints' Church, Tientsin, by the Rev. G. D. Hiff, EVAN MATHEWS of Tongshan to LOUISA F. LLOYD, of Tientsin.

On the 6th September, 1899, at Newchwang, by the Rev. Jas. Carson, B.A., and the Rev. Wm. Hunter, B.A., the Rev. JOHN KEERS, B.A., to SARAH R. McMORDIE, M.D. (Brux.) both of the Irish Presbyterian Mission Chinchow, Manchuria.

### DEATHS.

At the Shanghai General Hospital, on the 25th September, 1899, WILLIAM LEWELLYN, younger son of the late John and Annie RICHARDS, of Pontypool, Wales, and Brixton Hill, London; aged 26 years.

At Tsintau, (Kiacchow) on the 26th September, Rev. L. FABER, Dr. Theol., aged 60 years.  
At Shanghai, on the 27th September, 1899, Mrs. YEN, widow of the late Rev. Y. K. YEN.

### ARRIVALS OF MAILS.

The American mail of the 2nd September arrived, per O. & O. steamer *Doric*, on the 30th September (28 days); and the Canadian mail of the 12th September arrived, per C. P. R. steamer *Empress of China*, on the 4th October (22 days).

### EPITOME OF THE WEEK.

Sir Robert Hart returned to Peking from Peitaiho on the 20th September.

Mr Bax-Ironside left Tientsin for Weihai-wei in H.M.S. *Plover* on the 22nd September.

A memorial dealing with the position and needs of British interests in China has been drawn up under the auspices of the Shanghai Branch of the China Association and is now in course of signature.

Mr. Henry B. Bristow, formerly of H.M.'s Consular Service in China, left England on Thursday, the 21st September, via America, to take up the post of representative here of the Peking Syndicate.—*N. C. Daily News*.

News has been received from Peking by the local mandarins that, owing to the delay of the Tsungli Yamen in settling the demands of Italy, the Italian Minister has of late used very threatening language to the Yamen, and an ultimatum is anticipated shortly from the Italian Government.—*N. C. Daily News*.

The Wuhu correspondent of the *China Gazette*, writing on the 25th September, says:—This dull town has suddenly sprung into life and animation in the past two days. Last year a prohibition was put on rice and none was allowed to be shipped away, but two days ago this was taken off and we have now seven ships in port and fifteen more to come in a week.

The announcement of the Rev. Dr. Faber's death, which appears amongst the obituary notices, will be read with regret by all who have enjoyed the pleasure of the deceased gentlemen's acquaintance or have known him through his literary work. An earnest missionary, he also devoted much attention to Chinese literature and to scientific pursuits, botany being one of his favourite studies.

The Hongkong correspondent of the *Courier d'Haiphong* mentions the piracy prevailing in the Canton delta, and goes on to say that "the English, who never miss a good opportunity, have made this state of affairs a pretext for sending a gunboat up the West River. The English wish to police Kwangtung and Kwangsi for their exclusive profit, as they have done in Egypt. It behoves our Government to take all necessary measures in order that they may not operate alone. It is reported at Hongkong that the French Consuls there and at Canton have urgently requested the despatch of a gunboat from Saigon. This request, which under the circumstances should have been complied with without delay, has so far produced no effect. It will be seen that in this instance as always it will be too late when we think of taking action otherwise than by diplomatic notes."

It is reported in a Northern contemporary that Messrs. Jardine, Matheson & Co. for Messrs. Chas. Cammell & Co. have secured the contract for 6,086 tons of rails and fastenings to be delivered at Tangku next April. Their tender was £49,726 19s. 9d., Messrs. Maudslayi Krupp & Co being the highest, £55,545 17s. 6d.

A meeting of the principals of the German firms established in Yokohama, with the object of forming an association, took place on the 21st September, at the German Club, at which twenty-five of the German mercantile community attended. Five gentlemen were chosen to act as a Committee to draw up the requisite rules and to transact the business of the Association. The members of the Committee are Messrs. H. I. Holm, M. Pors, F. Dankwerts, E. Wismer, and Richard Boyes.—*Japan Herald*.

A sailing ship called the *Isaac Bell* laden with coal from England for the P. & O. Company was wrecked some time in the winter of 1858-9 in the vicinity of the Kintoon Beacon. To-day native divers are busy recovering what is left of her cargo, which is as fresh and in as good a condition as when taken from the mines. Some twenty years ago divers were working at the remains of the vessel and brought payable quantities of coal to the surface, but the silt suspended operations, and from then until quite recently the alluvial deposit had covered the wreck.—*N. C. Daily News*.

The Peking correspondent of the *N. C. Daily News* writes:—An army officer of the United States from the Philippines visited Li Hung-chang recently and asked his opinion upon the occupation of those isles. The old ex-Viceroy blamed the States severely for leaving the traditional policy, assuring the officer that had Grant lived the country would never have entered upon a policy that he (Li) prophesied would be disastrous to the States. When asked if China would object to America enlisting several regiments of Chinese mercenaries to fight the Filipinos, Li replied China would not object if they were enlisted in the Philippines and with the knowledge and consent of the Chinese Consul there. But, he said in conclusion: "You had much better sell them (the isles) to Japan for the sum you paid Spain for them, and then clear off home and attend to your own business." He suggested if that course was not pursued, the next best plan was to buy Aguinaldo out.

It is notorious that the Chinese as a nation take little stock of their female offspring, but few would credit the barbarity of a father as related at the Mixed Court this morning, says the *China Gazette* of the 29th September. Mr. A. W. George, meter inspector in the employ of the Waterworks Company, was employed near the new Mixed Court when he saw a Chinaman attempting to drown a little girl in a filthy pond near by. He called the attention of an Indian constable to the matter, with the result that prisoner was arrested before his dastardly purpose was effected. He was taken straight to the Mixed Court and quite a sensation was caused by the nature of the charge and the appearance of the unfortunate child, probably from six to seven years of age. Mr. George and the Sikh spoke to seeing the brute dump the mite and hold her head downwards in the shallow water. The case was remanded till Monday, when the charge will appear on the West Hongkew sheet.



## FINANCIAL REFORM IN CHINA.

(Daily Press, 3rd October.)

KANG YI has been commonly referred to as the Lord High Extortioner and his mission has incurred the odium of a device for squeezing. That a large part of the money he raises will be lost by leakage before it reaches Peking and that of the remaining balance much will be diverted from its legitimate use is a foregone conclusion, for no source of public revenue in China can escape the taint of corruption. Nevertheless, KANG's mission appears to be the outcome of dire necessity, and to be entitled to rather more respect than foreigners have hitherto been inclined to accord to it. Peking is in financial straits, additional revenue has become an absolute necessity, and whence can it be obtained but from the provinces? Naturally the provinces do not welcome the additional demands made upon them. The position, however, may lead to good results. Sweet are the uses of adversity, and with financial difficulties pressing upon the Peking Government, the various provincial Governments, and the guilds and individual merchants who are required to pay additional taxes, the ground may be prepared for a thoroughgoing financial reform. KANG YI's proposal to substitute a shop tax for the lekin tax, on the ground that it would yield better results at a less cost, is an encouraging sign, even though the scheme has been pronounced impracticable.

What China stands principally in need of now with regard to her finances is a thoroughly competent foreign adviser with large powers. We know what Mr. McLEAVY BROWN accomplished in a very short time in Korea, and a similar improvement has been experienced in Siam, where the revenue brought into account was a few years ago only about \$10,000,000, whereas since the services of a foreign adviser were obtained it has risen to about \$17,000,000 and is continually increasing. Financial reform in China would be attended with equally satisfactory results and the bankruptcy now staring the country in the face would be averted. But, it may be asked, what better financial adviser could the Chinese Government have than Sir ROBERT HART? We are not unconscious of the valuable services SIR ROBERT HART has rendered to the Chinese Government and to foreign trade as head of the Customs Service, and had he been given the post of financial adviser-general thirty-five years ago perhaps no better selection could have been made. During that long period, however, his attention has been devoted almost exclusively to his own department, and when he has been called upon to advise on matters not immediately connected with the Customs Administration he has evinced a disposition to look at them through Chinese spectacles, due no doubt to his intimate association with Chinese officialdom and the influence of environment. Thus, many years ago when the question of opening up China by the establishment of railways and so forth was being debated, Sir ROBERT was all in favour of allowing the country to develop in its own way and at its own time and avoiding the use of pressure. That was the view then adopted and acted upon and the result we see before us to-day. Then again, when the question of saving the China tea trade by relieving it of the burden of taxation which has crushed it almost out of existence was discussed, Sir ROBERT HART was found opposed to any measure that might show an immediate loss of revenue. More

recently his ruling with respect to the Inland Navigation Rules, being based on very narrow considerations, has impeded at the outset a trade that promised to add largely to the prosperity of the country and to the revenue. As the administrator of the Customs Service Sir ROBERT HART is all that could be desired and long may it be before he lays down the reins. The task of reorganising the general finances of the country, however, is one that calls for all the energy of a younger man and which it would be unfair to ask the Inspector-General personally to undertake in his declining years. A practical working arrangement would perhaps be to enlarge Sir ROBERT HART's office so as to include the general financial administration, but to give him the assistance of an officer from the Indian Finance Department seconded for the purpose whose duty it should be to supervise the finances of all the departments other than the Customs. How great is the need for reorganisation may be inferred from the fact that KANG YI in his scheme for raising money from the Kwangtung province has called upon a number of Magistrates to contribute annually Tls. 20,000 each to the Imperial exchequer. The money is to come from the officials' squeezes.

## HOW TO IMPROVE THE SANITARY CONDITION OF HONGKONG.

(Daily Press, 30th September.)

There was some plain speaking at the meeting of the Sanitary Board on Thursday as to the delay in passing the Insanitary Properties Bill, the necessity for an increased sanitary staff, and on the general question of the improvement of the sanitary condition of the town. As to the means of effectively protecting the colony from successive epidemics of plague the Hon. F. H. MAY hit the nail on the head when he suggested reconstruction of insanitary areas. After reminding the Board that the disease disappeared from amongst the denizens of Taipingshan when they were removed *en bloc* from their insanitary surroundings and placed in temporary dwellings where they had the advantage of sun and air, the hon. gentleman went on to say:—"It is no use groping about for panaceas of any other kind. If you had twenty Medical Officers of Health and a hundred Sanitary Inspectors, and if you had disinfectants enough to drown the whole city, you would never stamp the thing out. The only way this can be accomplished is to sit down and bit by bit improve the city until you get it into such a state that plague or any other infectious disease cannot obtain a firm hold upon us. In my opinion it will take twenty-five years of hard work to do this." This is the policy adopted in India. The Bengal Government has recently appropriated a sum of five crores of rupees for the improvement of the city of Calcutta, and similar action is being taken at Bombay. In London and other cities and towns of Great Britain large sums are from time to time expended in buying up property for the purpose of making new roads and streets, or widening old ones, the reason in some cases being the accommodation of an increasing traffic, but in many others it is to open up congested areas and admit light and air amongst the overcrowded dwellings. Hongkong must be prepared to undertake similar improvements. The cost will be considerable, but it is a thing that must be done. As mentioned by Dr. CLARK, typhus has been banished from England by sanitary measures, and it is by sanitary measures that plague must be

stamped out of Hongkong. And by sanitary measures something much more drastic than mere limewashing and disinfection is meant. Limewashing and disinfection are very excellent measures in their way, but it has been proved by painful experience that alone they are insufficient to produce any appreciable effect on plague. The colony must make up its mind, therefore, to go in for reconstruction, taking the work in hand bit by bit—and the bigger the bits the better. The Taipingshan resumption did not turn out satisfactorily from a financial point of view it is true, and that perhaps acts as a deterrent to the undertaking of similar operations in other parts of the colony, but the experience then gained ought to enable the Government to avoid a repetition of the mistakes made in connection with that transaction and still to carry out substantial improvements. At best, however, the policy will entail substantial expenditure, but it is a necessary expenditure and must be faced.

Meantime the Insanitary Properties Bill, which was read a first time in the Legislative Council in November last, still hangs fire. At the meeting of the Sanitary Board Mr. MAY wanted to know how this was and said there was at work "some influence with which we are 'unacquainted.'" The influence at work is simply official dilatoriness and procrastination. There has been no memorial against the Bill, no organised opposition to it of any kind, and whatever our opinion may be of the discretion or aptitude of the Government, no suspicion can be entertained that it would yield to any secret or improper influences. The Government, and the Government alone, is to blame for the delay. And not only is the Government guilty of delay, but it is, as we think has been remarked elsewhere, the greatest lawbreaker in the colony. One of the most important provisions of the Public Health Act is section 4, which fixes the constitution of the Sanitary Board, including the election of two members by the ratepayers. The Government is guilty of a continuing offence against this section in not directing an election in accordance with the provisions therein contained, and while the Government itself thus treats the law with contempt what wonder if private individuals follow its example? The plague has apparently left us for this year, and, notwithstanding the pessimistic opinions of the doctors, hope is not altogether absent that its visit may not be repeated. But while hoping for the best we must be prepared for the worst. If the Government would take the sanitary improvement of the colony earnestly in hand it would have the full support of the community. One of the most important steps is to bring to bear upon sanitary problems as they arise representative public opinion, and to obtain this we would urge upon H.E. the Governor the desirability of at once restoring to the Sanitary Board its legal constitution.

## LANDLORDS AND SANITATION.

(Daily Press, 3rd October.)

Whenever the discussion of the sanitary question reaches an acute stage a plentiful stock of abuse is poured out upon the landlords, who are represented as responsible for the overcrowding evil. The landlords have broad backs and can bear the animadversions passed upon them. As a class they possess no particular claim to public sympathy, but neither should they be regarded as especially reprobate. Like other investors, their object is to get the best return they can



on their investment, and however desirable it may be that they should be guided by philanthropic principles in the conduct of their business, it is idle to expect, as a matter of practical politics, that they will be so guided. Nor is it to be assumed that fixing rents on a low scale by process of law would diminish overcrowding. The only result would be to transfer a portion of the profits from the landlord to the tenants, as the latter would sub-let or take in lodgers up to the full limit authorised by the law as to air space and to such further limit as the supineness of official inspection might permit. The laws of economics are immutable and no amount of official interference with the "higgling of the market" as to rents will produce any result on the question of overcrowding. In agrarian districts in Ireland the law gives the tenant fixity of tenure and determines what is a fair rent, establishing a sort of joint ownership of the soil, in order to keep the population on the land, but we would be surprised to hear that the law had anything to say as to the rents to be paid for rooms in Dublin tenement houses, or even as to the price of lodgings in the country. The suggested establishment of a rent court in Hongk., as suggested by a correspondent whose letter appears in another column, therefore appears inapplicable. Proposals for interfering with the settlement of the rent as between landlord and tenant are in fact to be deprecated as calculated to divert attention from more practical remedies. It is the duty of the legislature to deal with overcrowding by rigorously enforcing rules as to the minimum air space to be allowed for each occupant, by opening up new residential districts, by facilitating communication with the suburbs by tramways and ferries, and, if it thinks well, by establishing public lodging houses, but it would waste its time and do harm instead of good by saying that A, having a room to let, should let it to B for \$3 a month, if C also wanted it and was willing to give \$3.50 a month. To carry the argument to its *reductio ad absurdum*, why not say that landlords shall charge no rent at all? That would result in an enormous influx of population, landlords would no longer have any inducement to build houses to meet the increased requirements, and the evil of overcrowding would become worse and worse.

#### ARE BRITISH COMMERCIAL METHODS IN ASIA OUT OF DATE.

(Daily Press, 6th October).

In a splenetic attack made by Mr. JAMES CREELMAN in the *New York Journal* on the idea of an Anglo-American alliance, the writer says:—"The whole British commercial and financial system in Asia is rotten and out of date." He does not support his assertion by any facts or figures, though he indulges in a growl at the P. & O. Company and the Hongkong and Shanghai Bank, in the one case because the Company's steamers are in his estimation not equal to those of lines by which, curious to relate under the circumstances, he elected not to travel, and in the other case because he appears to have had to pay a little for the exchange of his funds between the different ports. Mr. CREELMAN as a public writer is more notable for sensationalism than for accuracy, and even were his facts of a more categorical character than is the case it would not necessarily follow that they were genuine. His general statement that the whole British commercial and finan-

cial system in Asia is rotten and out of date arrests attention, however, and although he does not himself support it by proof, it is worth while enquiring whether it may embody any grain of truth. Curiously enough "the manager of one of our largest banks" at Shanghai has just been expressing somewhat similar views, at least so the *China Gazette* tells us. There are not very many large banks at Shanghai, and we have a suspicion that none of the managers would like to publicly assume responsibility for the opinions given expression to through the columns of our Shanghai contemporary. The alleged utterances may be genuine enough for all that.

"Only this very day," says our contemporary, "the manager of one of our largest banks made the remark that there were scarcely any British merchants left in China. He lamented the tendency of the representatives of British interests here to sink into the position of mere agents, toilers for small commissions, agents of insurance and shipping companies instead of entering the lists as *bona fide* merchants, as in the old days of the China trade, when there were real British merchants in the land, and British enterprise in China meant millions of money directly invested by those who carried it on." Then follows a eulogium on the good old days of the merchant princes, which are sadly contrasted with these degenerate days, when business is done "on commission," with little or no risk of loss, with an infinitesimal share of the profits, but with no hope of realizing large gains as the result of judgment, prudence, or commercial knowledge. Such a mode of life, our contemporary has no hesitation in saying, is fatal to the maintenance of that predominance in commerce which the old British merchants in China so long held. It reduces all business men to a very poor level of mediocrity, destroys enterprise, checks proper ambition, saps self-reliance, and destroys the use of those higher faculties which to men of real capacity engaged in commerce in a country like China are the main factors of permanent success. All this is very fine as a literary effort, but it is unsound as a matter of plain business. With the telegraph and regular steam communication even the merchant of the good old days, if he were brought back to the scene of his former labours, would find it necessary to modify his former methods and adapt himself to the new conditions, or take the penalty of bankruptcy, a penalty which in fact a good many had to pay because they failed to recognise the changes that were taking place and to move with the times. Under existing conditions, when indents can be so speedily and accurately fulfilled, there is little inducement for merchants to bring out cargoes of goods as ventures on their own account, with the exception of certain well known lines of articles in regular demand.

"The truth is," continues the Shanghai paper, "that the Chinamen have reaped the big profits, become the real men of affairs, increased their holdings in the land, till they roll by in their thousands in carriages while the descendants of the old British merchants trudge along on foot. And every year the line of demarcation will become more accentuated. But it is all because the British business man will not strike out for himself now-a-days, while he can make a bare living on his commission. Very different is it with the young German, who, whenever he leaves the home that brought him to China, starts as a merchant on his own ac-

count. It is undoubtedly because of want of enterprise and independent individual effort that British interests in China to-day are most seriously suffering. No amount of paternal government coddling will make up for this defect, and unless we want subventions and bounties, nothing will help us in the struggle to maintain our old premier position in China if our merchants do not possess some of the sturdy characteristics of their forefathers and display a readiness and resourcefulness to help themselves." The reference to the young German is not altogether fortunate. Our Teutonic friends may be more enterprising and resourceful than ourselves, as is often alleged, but in the China trade they, too, are for the most part commission agents. If in that capacity they achieve greater success than the British it is perhaps not so much due to superior qualities in the individual as to the fact that owing to circumstances over which the unfortunate Britisher has no control the German is able to do business on more advantageous terms for his Chinese friends. In getting out goods, for instance, he is helped in the way of cheap railway rates to the port of shipment, he is assisted by the Shipping Conference, and, according to a correspondent who writes to the *China Gazette* in reply to the article under notice, he is assisted by the manufacturers in Germany allowing more liberal terms than the English manufacturer in the way of credit and forwarding.

The *China Gazette* states that the pioneer line of steamers on the Upper Yangtze is to be established by a German Company. If that be so the Germans must be credited with having exhibited commendable enterprise, and it will afford occasion for regret that after all Mr. ARCHIBALD LITTLE's work Great Britain should come out only a bad second in the race to Chungking. If the facts be as stated, however, it would not be surprising to hear that the German Company is directly or indirectly supported by a subsidy. Be that as it may, our contemporary shoots very wide of the mark when it inveighs against the British shipowner for not taking advantage of the "great and valuable privilege" of inland navigation. "It is nearly two years now," says our contemporary, "since this great and valuable privilege has been obtained for him, but up to the present we have failed to find a single British merchant or steamship company taking advantage of this long sought opportunity of testing it, and showing the good faith of his intentions by investing any money in inland navigation. He has devoted himself to a persistent criticism of the clauses of the regulations without bringing any knowledge born of experience to show how they would work or fail to work in the manner intended by those who drew them up in his behalf." How contrary this is to fact will be seen on a perusal of the correspondence on the subject recently published by the Hongkong General Chamber of Commerce, which we would commend to the consideration of the Shanghai writer. British merchants and shipowners contend that they cannot extend their operations in China as they would like, because they are not adequately supported by the Legation and Consular Authorities. This matter of inland navigation is a case directly in point, the British Chargé d'Affaires having gone directly contrary to the interests of his nationals. The Legation and Consular people on their side claim that the merchant and shipowner do not take full advantage of the opportunities



and rights and privileges secured to them. That, no doubt, is often the case. While venturing to point out what appears to us to be a few inaccuracies in our contemporary's article, we would by no means maintain that British commercial enterprise in China is so vigorous as it ought to be. Perhaps the younger race of merchants now springing up may improve upon the methods of their immediate predecessors, but in fairness to the latter it must be conceded that they have had to work under great drawbacks.

### THE JUNK TRADE AND STEAM COMPETITION.

(Daily Press, 4th October.)

Mr. Consul LAYARD, in his report on the trade of North Formosa for the year 1898 says it is to be regretted that the sources of prosperity of the increasing junk trade are not tapped by the British steamer companies. "There is no question about the truth of the statement," he says, "and it has been repeated *ad nauseam* in trade reports by Her Majesty's Consuls, both here as well as in China, that there is an opening, and a lucrative one, for steamship companies to send steamers to the open ports north of Amoy whence the junk traffic to the two northern ports of this island is a steadily increasing feature of the import trade." The steamer companies will no doubt take note of Mr. LAYARD's remarks and give them due consideration. The junk trade, however, possesses considerable vitality and it is not all plain sailing for steamers to cut into it. On the main lines, where the foreign trade gives frequent and practically regular steamer communication, as between Hongkong and Shanghai, junks disappear in the face of steam competition, but on what may be termed the branch lines, where the trade is mostly in the hands of Chinese, or where the distances are comparatively short, junks are either able to hold their own, or to make a good fight for it. It was years after the opening of Pakhoi and Hoihow, before steamers were able to firmly establish themselves in the trade with those ports, and if foreign steamers endeavoured to cut into the trade between the Northern Chinese ports and Formosa they might possibly not find it such a profitable venture as Mr. LAYARD seems to imagine, or at least not for some years. The vitality of the junk trade is exemplified more particularly in the trade between Hongkong and Canton and Macao. With regular daily steam communication between those ports it might be supposed that there would be little cargo left for junks to carry. But what are the facts? The value of the trade carried by junks between Canton and Hongkong and vice versa was in 1889, Tls. 13,474,825, and in 1898 it was still Tls. 12,882,108, which shows but an inconsiderable falling off. That the falling off has not been greater may be accounted for in this case by the fact that preferential treatment is accorded to junks by the Chinese Customs, and this seems to be confirmed by the fact that there has been a large falling off in the value of imports into Canton by junk and a large increase in the value of exports, the latter being the branch of trade that principally benefits by the differential treatment. These considerations, however, do not apply to the trade between Hongkong and Macao, which are both free ports, and where there can be consequently no differential treatment. What advantage there is, indeed, is in favour of steamers, junks being subjected

to a little handicap by having to break their voyage to report at the Chinese Customs stations. Yet we find that although there has been some falling off in the number of junks employed in the trade there has been an increase in the value of the cargo carried. Thus in 1889 the number of junks from Macao to Hongkong was 769 and from Hongkong to Macao 766, making a total of 1,535, and the trade was Tls. 3,699,597. In 1898 the number of junks was 585 from Macao and 651 to that port, making a total of 1,236, and the value of the cargo carried was Tls. 4,345,111, that being the highest of the decade. This increase in value may be accounted for by the rise in the prices of commodities, and is compatible with a decrease in quantity, but basing the comparison simply on the number of junks employed it is surprising that the trade holds its own so well as it does against the competition of steamers.

### LANDLORDS AND THEIR RESPONSIBILITY FOR DISORDERLY HOUSES.

(Daily Press, 6th October.)

Much amusement has been caused by the question raised at the meeting of the Legislative Council on Wednesday as to who would have to go to gaol in the event of a house owned by a Public Company coming under the penal provisions of the Women and Girls Ordinance. The official view was that the Secretary was the man who would have to suffer the pains and penalties of the law, and the Colonial Secretary mentioned Mr. SHELTON HOOPER, the Secretary of the Hongkong Land Investment and Agency Company, by name. Mr. SHELTON HOOPER was fined the other day in connection with a whitewashing case and the Colonial Secretary cited this as a case in point, remarking that he "was fined" as Secretary, not as SHELTON HOOPER. As a matter of fact we believe the fine in question was paid by the lessee of the houses, who was the person really responsible, and it would be more in accordance with common sense if in such cases the person upon whom the real responsibility rests were the person summoned. Mr. SHELTON HOOPER's defence was that the lessee was the "immediate landlord" within the meaning of the Ordinance, but the Magistrate did not accept the defence, holding apparently that the owner in reversion was the immediate landlord and not the owner in possession. The Land Investment Company would have rendered a public service if it had appealed against this decision in order to obtain a decision of the Supreme Court upon the real meaning of the term "immediate landlord."

In the case of whitewashing prosecutions, where the offence is a mere breach of municipal regulations and the penalty a small fine, the matter is not of so much importance, but breaches of the Women and Girls Ordinance come within the category of positive crime and the penalties are more severe. We may smile at the idea of a respectable citizen like Mr. SHELTON HOOPER being sent to gaol for an offence of which he had no cognisance, but the matter has its serious side, and it affects many others beside the Secretary of the Land Investment Company. The representatives of various religious and charitable bodies have been incorporated by law in order to facilitate the ownership and management of property by their societies. To send these people to gaol for offences committed by their tenants against the will and without the cognisance of the owners does not seem to

accord with correct principles of government. Indeed, the Government itself has sometimes occupied the position of a landlord, and in such cases, in the event of an offence being committed in the property, the question might arise whether the Governor or the Colonial Secretary would be the proper person to send to gaol.

The question of the responsibility of landlords for disorderly houses was dealt with in an article in the *Daily Press* of the 10th August last, in which a history of the legislation on the subject was given, and to this we would invite the attention of such of our readers as may be interested in following out the question in detail. The principle of making landlords criminally liable for the acts of their tenants is, we believe, quite unknown to English law. We have already mentioned the bearing the question has on the representatives of religious and charitable institutions. It may also be mentioned that there are ladies whose money has been invested in Chinese houses, and we should think no court would enforce a law which made such ladies responsible for the criminal acts of their tenants, as it would be contrary to natural justice. We would repeat the recommendation made in the former article namely, that the old system should be reverted to of closing up houses used for improper purposes. No more effective system of ensuring care on the part of all parties concerned in the letting of a house could be devised.

### THE IMPENDING WAR IN THE TRANSVAAL.

(Daily Press, 30th September.)

"Another Britisher," whose letter was published yesterday, appears to have a soft place in his heart for the Boers, amongst whom he has lived and worked and with whom he has engaged in friendly shooting competitions. His account of the origin of the trouble that has arisen will be found interesting, even if it does not command assent, but the public is at the present moment more concerned with the probable course of the impending struggle than with the causes that have led up to the rupture, which, it is to be feared, cannot now be avoided. The war, we think, will be short and sharp. That, however, does not appear to be the general opinion. Although everyone, like "Another Britisher," has no doubt that there can be but one end to the war, there is a widespread impression that it will be a long and difficult affair. Our reason for holding a contrary opinion is that the Government on the present occasion is not underestimating the strength of the resistance to be overcome, but, on the contrary, is sending an overwhelming force. Only a week before the outbreak of hostilities in the last Boer war Sir OWEN LANYON, the principal official at Pretoria, wrote to Sir GEORGE COLLEY: "The Boers are 'incapable of any united action and they are mortal cowards.' That was the leading idea with which the war was entered upon, and it led to disaster. The force employed was too small, and the enemy was not taken seriously enough. The extent of the disasters sustained by the British arms on that occasion has, however, been considerably overrated in the popular imagination. The incidents would not have been reckoned as more than preliminary skirmishes had the war been continued, but peace was concluded just when the British force was prepared to act effectively. A recent meeting the Naval and Military Society of Malta discussed in detail the causes which contributed to the defeat of the



British forces at Bronkhorstspuit, Laing's Nek, and Ingogo. We are only acquainted with the tenour of the discussion from a summary given in a leading article in the *Times of India*, but the following observations of Sir FRANCIS GRENFELL are quoted in full:—"As regards the Boers themselves, they had at that time what was no doubt a very great advantage, in that they were consistently underrated. Nobody believed in them, nobody gave any real credit to them for dash and pluck. Yes! no doubt they were underrated—and now for many years I feel sure they have been immensely overrated. I don't believe that the Boer could stand now against British cavalry, infantry, or mounted infantry, if in sufficient numbers; in the past numbers have been unequal. It has been said they are excellent shots, and no doubt they were in the days of those engagements excellent shots, and for a very good reason. In those days the Boer's great object was isolation and that his nearest neighbour should not be within fifteen or twenty miles, and game was very plentiful. Butcher's meat they never bought. When they wanted food they shouldered the rifle and went out and shot a buck. They lived on game. From this daily and life long practice they became excellent shots, and their children were trained to the rifle at an early age. But now for years the game has gone, and the practice which made their shooting perfect has gone with it." The last remark is corroborative of the opinion of the Boers' shooting held by "Another Britisher." The Boers are no longer a nation of marksmen in a position to carry on a guerilla warfare, but have to rely on a small army of militia, and when that is defeated, as it speedily must be, the resistance will collapse. Let us hope that even at the eleventh hour the Boers will think better of it and comply with the demands of the British Government.

### HONGKONG LEGISLATIVE COUNCIL.

On Wednesday afternoon a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present:—

His EXCELLENCY the GOVERNOR (Sir HENRY BLAKE, G.C.M.G.)

The Hon. J. H. STEWART LOCKHART, C.M.G. (Colonial Secretary).

Hon. H. E. POLLOCK (Acting Attorney-General).

Hon. R. MURRAY RUMSEY (Harbour Master).

Hon. A. M. THOMSON (Colonial Treasurer).

Hon. R. D. ORMSBY (Director of Public Works).

Hon. C. P. CHATER, C.M.G.

Hon. Dr. HO KAI.

Hon. T. H. WHITEHEAD.

Hon. E. R. BELILIOS, C.M.G.

Hon. WEI A YUK.

Hon. J. J. KESWICK.

Mr. R. F. JOHNSTON (Acting Clerk of Councils).

#### PAPERS.

The COLONIAL SECRETARY laid on the table English translation of the proclamations issued by the Magistrate of the San On District and the Viceroy of Canton regarding the New Territory; statement of expenditure on plague; statement of extra expenditure under sub-head "Miscellaneous services" (Other); statement of expenditure (actual and estimated) for 1899 in connection with the New Territory; and further papers relating to the military operations in connection with the disturbance on the taking over of the New Territory.

#### FINANCIAL.

The COLONIAL SECRETARY laid on the table financial minutes Nos. 13 to 15 and proposed that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded and the motion was carried.

The COLONIAL SECRETARY laid on the table report of the Finance Committee (No. 4) and moved its adoption.

The COLONIAL TREASURER seconded.  
BEACONSFIELD AGAIN

The Hon. T. H. WHITEHEAD—I rise to move that the report No. 4 be referred back to the Finance Committee for amendment and in order that the members may have the opportunity of discussing the printed statement which should have been before the committee at last meeting and before the vote of \$170,000 was passed. At the last meeting of the Council the honourable the Colonial Treasurer, in reply to my query as to why no finance minute had been submitted to the Council in connection with the expenditure on "Beaconsfield," said, "I do not know." At the last meeting of the Finance Committee it was discovered that the expenditure of \$20,095.89 in question was included under the head "Miscellaneous services, (other)." In fact, it appeared to have been smuggled in, and it was not until questions were asked that we found out that the expenditure on account of "Beaconsfield" was included under the heading of "Miscellaneous services." The said minute was laid on the table on the 31st July last by the honourable the Colonial Secretary. The honourable the Colonial Secretary and the honourable member were present when the Colonial Treasurer replied to my query. I think it was the duty of the Colonial Secretary to have informed the Council that the expenditure in question was included under the head "Miscellaneous services" instead of keeping the information concealed from the Council. At the meeting of the Finance Committee in question the honourable member the owner of "Beaconsfield" was allowed to vote for the expenditure of public money for repairs to his own property. Sir, I would ask you to instruct the Colonial Secretary, the chairman of the Finance Committee, to direct the honourable member the owner of "Beaconsfield" to refrain from voting on those questions in which he is pecuniarily interested. Speaking in the House of Commons on the 7th July last Mr. Chamberlain, the Secretary of State for the Colonies, said: "I observe from the newspapers to-day that I am stated to be one of the largest shareholders of the Royal Niger Company, and one or more of these newspapers state that I am thus in the position of vendor and vendee. I desire to state exactly what my position in the matter is. When the National African Company, which was the parent of the Royal Niger Company, was formed 17 years ago I applied for shares, and a certain allotment was made to me. As it was less than the application made, I subsequently increased my holding to 1,500 shares. There seems to be a misapprehension as to the value of this investment, because there are two classes of shares in the Company—one of £10, fully paid up, and the other £2 only paid up. My allotment was the £2 shares, and my total investment was of the smaller amount—£3,000. I may say in passing that it would be difficult for any hon. member of this House to invest in anything which might not at some time or other be the subject of discussion in this House. But when the question of the possible revocation of the charter came before the Government I took the opportunity to inform the Prime Minister and my colleagues of the fact that I had some interest in the Company; and I begged, therefore, to be excused from offering any opinion on the transaction, and from taking any part whatever in any negotiations which might subsequently take place. Accordingly these negotiations have been entirely in the hands of my right hon. friend the Chancellor of the Exchequer, and I did not know of the result until the matter was substantially settled." I observe, sir, from the printed statement of the expenditure estimated and actual for the nine months of this year in connection with the New Territory the sum will amount to the grand total of \$346,629.17. I think, sir, that the unofficial members are entitled to a little more time to carefully consider and study the matter. At the last meeting of the Council the Honourable the Colonial Treasurer informed the members that the expenditure in connection with "Beaconsfield" was paid by and under the au-

thority of your Excellency on the 3rd of May last. I think, sir, that to pay public money on the 3rd May and four months later to ask the Council to sanction the said expenditure after the money has gone beyond their control is an irregular proceeding, and I believe also that it is contrary to Colonial Office regulations. At all events it is a proceeding against which I record my formal protest.

His EXCELLENCY the GOVERNOR—What matter do you refer to?

The Hon. T. H. WHITEHEAD—I refer to "Beaconsfield" expenditure of \$20,095.89. In 1891 Sir William Des Voeux, who was then Governor, followed a like course in paying away public funds without the sanction of the Council first obtained, and three of the unofficial members forwarded a written protest against same to the Secretary of State, and Lord Knutsford in a despatch addressed to the Officer Administering the Government, dated 4th August, 1891, said:—Sir, I have the honour to acknowledge the receipt of your Despatch No. 166 of 28th May last, forwarding a protest from three of the Unofficial Members of the Council against the payment of the lapsed portion of the Military Contribution for 1890, before it had been voted by the Council. I regret that the Council was not informed when asked to re-vote the money that it had been already paid in anticipation of the re-vote, which should have been taken first." I, therefore, sir, propose the amendment I have mentioned.

His EXCELLENCY the GOVERNOR (after a pause)—Does any honourable gentleman second it? Whether it is seconded or not, I should be very sorry indeed if the honourable gentleman did not receive some explanation which I think is due on the question of this item, for I take it that the item which the honourable gentleman is alluding to is the item in connection with "Beaconsfield." I saw in the public press after the last finance meeting what had taken place at that meeting. I think it well that the Council should know exactly what took place, and I will tell you so far as I am able. A very short time after I arrived in the colony I received a letter from Mr. Belilios asking me to re-open the question of "Beaconsfield." I looked over the papers and I found that it had been decided before I came here by my predecessor, and consequently I answered that I declined to reopen the question. That was in December. In the early part of January it was brought to my notice, and in fact it was recommended by the Acting Attorney-General, that this case should be compromised. I think the Acting Attorney-General can have no objection to my saying this now, although there is a salutary rule that the opinions of the Attorney-General are held to be confidential. At that time the position was peculiar. The position at that moment was that a case had been taken against Mr. Belilios by a contractor named Ah Hok who claimed from him certain moneys due for an expenditure on "Beaconsfield" which he declared by his pleadings had been undertaken by permission of Mr. Belilios and carried out through Mr. Belilios's agent. The counsel for Ah Hok in that case was the Acting Attorney-General and the solicitor for Ah Hok was the Crown Solicitor. The case came before me at a moment when the pleadings were changed. The pleadings were changed in this way—that the Public Works Department were inserted in them as the agents of Mr. Belilios. I had at the time as Acting Colonial Secretary Mr. Sercombe Smith, who was also a barrister. Mr. Sercombe Smith was very strongly of opinion that the Government were not liable in any way, but the result of the change of pleadings practically would be that in the event of the case being decided in favour of Mr. Belilios the Government would be the defendants, and in the face of this advice and under those circumstances I really did not know who the Government were to look to. The gentleman at that time engaged as counsel for Ah Hok would either be engaged for Ah Hok or for the Government, having first of all decided from the pleadings that practically the Government were liable. I say distinctly that no one has a higher opinion than I have of the Acting Attorney-General, and that no one realises more fully than I do the enormous care he takes in all his cases and his anxiety to do his work faithfully and hon-



estly, but what I felt was that human nature was human nature, and that it was almost impossible for any man to judge both sides of a question when that man is engaged and has been engaged for some time on one side of that question. That was my own view; I may have been perfectly wrong. Having looked over the papers and much correspondence I shared the opinion of my Acting Colonial Secretary, who was, as I have said, a barrister, that the Government were not liable and should not be held liable, and I held furthermore that if the Government were liable then Mr. Belilios ought to be paid and that if they were not liable I would not pay him a fraction. That was the position I took up, and I declined to interfere in any way. I said if the court of law decides that the Government are ultimately liable for this money then the colony can pay the money; if the court of law does not decide in this way then we do not pay anything. The case went before the court, and a jury of seven decided by a narrow majority of one that Mr. Belilios was not liable. There is a phase of this question which I think it as well you should understand. At the meeting of the Finance Committee it looked as if the Colonial Secretary knowing certain circumstances was positively concealing them. A great part of the correspondence which had taken place, including a very strong recommendation from the Acting Attorney-General that I should compromise this case, and my observations in answer to his minutes, I put by on a confidential file. It was not put with the other papers and was not seen by the Colonial Secretary, who knew practically nothing at all about the matter. As you know he was engaged in the New Territory, and that will explain the fact that, not having had the papers before him, he had not seen this phase of the matter. But there is the case. Honourable members will see that so far as I am concerned I declined to pay anything we were not obliged by law to pay. When the present Acting Chief Justice, Mr. Goodman, but who was then Attorney-General, came back in April, I put the whole of the matter before him. He looked closely into it and he said we might possibly succeed in the event of Ah Hok bringing a case against the Government, but in his opinion the Government would not succeed. But if we did succeed the position would be that a contractor who had honestly done what he was ordered to do, either by one of the Public Works employees or the Assistant Director of Public Works, and had done it faithfully, would be placed in the position of not being able to recover either from the Government or from Mr. Belilios, which would be a scandal, and on the whole he strongly advised that the man should be paid. I ordered that he should be paid, and in doing that I was wrong. I ought to have put the matter before you and asked for your vote. It did not strike me at the time, and I am sorry it did not. That is the whole case so far as this matter is concerned at the present. I think the advice given by the Acting Attorney-General was sound advice, but I was in a peculiar position at the time, and, as I have said before, I felt that if Mr. Belilios had a right to be paid he should be paid in full—it was not a matter to higgler over—but that if he had not I did not feel justified in paying a penny of public money until the court of law had decided the point. On the question of bringing this matter before the Council I confess, as the honourable member has pointed out, that the money ought not to have been paid before it not been brought before the Council, and I regret it very much (Hear, hear.) Does any honourable gentleman second this amendment of the honourable Mr. Whitehead's?

No one seconded the amendment, and the motion was put and carried.

**REPORT OF THE PUBLIC WORKS COMMITTEE.**  
The DIRECTOR OF PUBLIC WORKS laid on the table the report of the Public Works Committee.

The Hon. T. H. WHITEHEAD—In connection with that report I may be allowed to earnestly hope that the Director of Public Works will not fail to proceed without delay with the construction of the three roads, as they are very much needed he there mentions—the road from the Upper Tram Station to High

West Saddle, the road from Castle Peak Bay to Ping Shan and Un Loong, and the road along the Pokfulam Conduit East End I fully concur in the words of General Black that "roads are the precursors of civilisation and progress, and that they distinguish a rising from a barbarous state."

**TAXING COSTS IN THE SUMMARY COURT.**  
The ACTING ATTORNEY GENERAL laid on the table rules for taxing costs in the Summary Court and proposed that they be approved of by the Council.

The COLONIAL SECRETARY seconded, and the motion was carried.

#### QUESTIONS AND ANSWERS.

The Hon. T. H. WHITEHEAD—I rise to ask the questions of which I have given notice.

The questions were as follow:—

Has the attention of the honourable the Colonial Secretary been directed to a leading article in the *China Mail* of Wednesday, August 9th, and will the honourable member inform the Council:—

(1a.)—Is it the intention of the Government to appoint a Commission to enquire into and report on the alleged land jobbery in the colony's recently acquired territory, referred to in the said article and widely and publicly spoken about?

(1.)—Was the late Tung Cheong entrusted by the Government on or about the 17th April last with certain Government proclamations to be conveyed into the New Territory to be posted and placarded in the various villages and towns therein?

(3.)—If so, under whose direction did the deceased undertake the mission without an armed escort?

(4.)—Is it true that on the said mission at or near the village of Un Loong on 17th or 18th April last the said Tung Cheong was foully and brutally murdered?

(5.)—What remuneration, if any, has been paid to the deceased's family?

(6.)—Will the Government lay upon the table a copy in English of the Proclamations issued by the Canton and the Colonial Governments previous to the 17th April last and posted and placarded in the villages and towns throughout the New Territory informing the people and the inhabitants as to the effect the change of Government would have on their lives, liberties, and possessions, and state the dates when such proclamations, if any, were posted and placarded?

(7.)—What satisfaction, if any, has been obtained from the Chinese Government for the assault by the Chinese on the Honourable the Captain Superintendent of Police before our New Territory was taken over, and in respect of the resistance by thousands of armed Chinese to the British entering into possession of the area leased by the Imperial Chinese Government to Great Britain per the Convention of June, 1898, the quelling of which resistance resulted in considerable and lamentable loss of life and which forced upon the colony a substantial amount of extra and avoidable expenditure?

(8.) Has the attention of the Honourable the Director of Public Works been directed to the *China Mail's* leading articles of 15th and 23rd August alleging the existence of jerry buildings in Hongkong; will the Honourable Member inform the Council whether the said allegation is well founded; and if so, will he state what powers his Department possesses to prevent the erection of such buildings; what action has been taken by his Department in the matter; and if his powers are insufficient, is he taking any steps to get increased powers?

The COLONIAL SECRETARY replied as follows:—

The answer to Question 1 is in the negative. In reply to Question 1A, I beg to refer the Honourable Member to paragraph 52 of the correspondence laid upon the table at the last meeting of Council.

The answer to Question 2 is that at the instance of the Colonial Secretary one of the gentry of the New Territory undertook to have copies of the Proclamation posted and he entrusted the duty of posting some of them to Tang Chueng.

In reply to Question 3 I beg to refer the Honourable Member to the answer to the last question.

The answer to Question 4 is in the affirmative. The murderers have been convicted and have suffered the extreme penalty of the law.

In answer to Question 5 I beg to state that the Government is taking care of one of the sons of the deceased.

In reply to question 6, I beg to refer the Honourable Member to page 21 of the published correspondence for a translation of the Proclamation issued by His Excellency the Governor, and I now lay upon the table a translation of the Proclamations issued by the Magistrate of the San On District and the Viceroy of the Two Kwang Provinces. So far as can be ascertained the dates of posting the Proclamations were as follows:—

The Proclamation of the San On Magistrate was posted between the 27th and the 30th March; the Proclamation of the Viceroy was posted about the 5th April; the Proclamation of His Excellency the Governor was posted between the 10th and 15th April.

The answer to Question 7 is, "I cannot say."

The DIRECTOR OF PUBLIC WORKS, replying to the eighth question, said:—I have read the articles referred to and think there is foundation for the allegations. The powers possessed by my department are defined in the Ordinances 45 of 1889 and 25 of 1891. An officer of the department, assisted by an overseer, inspects building works in progress. The exceptional amount of such work in the colony at present makes an increase in the staff necessary if this work of supervision is to be thoroughly performed. The matter is engaging the attention of the Government.

The Hon. T. H. WHITEHEAD gave notice of his intention to ask the following questions at the next meeting of the Council:—

1.—With reference to the Honourable the Colonial Secretary's report, dated 8th October, 1898, on the extension of the colony, which under Expenditure reads:—"The cost of administering the new territory is estimated at \$125,000. The chief items are:—Police \$33,223, Surveyors \$14,400, Miscellaneous \$24,657, total \$72,280. When the work of survey has been completed such a large staff of surveyors will be unnecessary, but it is important, as has been pointed out, that the land under cultivation should be surveyed as quickly as possible. Miscellaneous expenditure has been estimated at a high figure, as unforeseen expenses are sure to be large when the territory is first taken over," will the hon. member inform the Council how and upon what basis the said estimate was arrived at, and state whether the Hon. The Captain Superintendent of Police was satisfied that the said estimate of \$33,223 per annum would be adequate to efficiently police the New Territory—seeing that in the statement of expenditure in connection with the New Territory for 1898 laid upon the table to-day the grand total of expenditure amounts to no less than \$346,629.17, of which the police expenditure, actual and estimated, for April to December, 1898 is \$88,972.10?

2.—Will the Honourable the Colonial Secretary lay upon the table a statement showing the expenditure incurred by the Colonial Government in consequence of the rebellious disturbances and the armed Chinese opposition to British occupation of the Territory leased by the Imperial Chinese Government per the June Convention of last year?

3.—Through whose omission or neglect was it that the Government were not sooner informed of the presence in and around Taipohu of 2/3000 armed Chinese with guns entrenched and in position which must have taken several days' preparation, and what precautions, if any, were taken to find out the actual condition of the Chinese on the borders of and in the New Territory between Mirs Bay and Deep Bay before ordering luncheon for a large number of invited guests, effecting insurance on the steamer *Hankow* for the trip to Mirs Bay which did not take place, and making elaborate arrangements for the opening ceremony at which it was proposed to hoist the British Flag at Taipohu on 17th April last, all which arrangements, after considerable expenditure was incurred thereon, had at the last moment to be abandoned?

With reference to Financial Minute No. 12 in which the Governor recommends the Council to vote a sum of \$91,500 to cover the cost of three steam launches required by the Police in the waters of the New Territory, will The Honourable the Harbour Master inform the Council:—



1.—Whether tenders for the construction of the launches have been invited from the various shipbuilding institutions in the colony?

2.—If so has any tender been accepted and if accepted what will be the cost of the respective launches?

3.—What are the sizes of the hulls and the engines?

4.—Will they be composite built or will the frames be of hard wood?

5.—If of the latter will the curved frames be natural or cut from straight timber?

6.—Whether launches constructed with curved frames cut from straight timber will be as serviceable and as durable as composite built launches?

7.—Whether launches with frames of wood are more costly than those with steel frames? and

8.—Whether Experts in Shipbuilding would pass launches built of curved frames cut from straight timber?

Will the Honourable The Harbour Master inform the Council of the circumstances under which the Government refused clearance to the American transport *Tartar* on 13th September last, and granted clearance to the said transport on 14th idem without her having added in any way in Hongkong to her life-saving appliances?

#### PROPOSED WORKS.

The DIRECTOR OF PUBLIC WORKS With your permission, sir, I beg to move that the following proposed works be referred to the Public Works Committee for report:—(1) Extension telephone to Pingshan and Un Long; (2) Police Stations (permanent) at Starling Inlet, Saikung, Tsun Wan, and Shatin.

The COLONIAL SECRETARY seconded, and the motion was carried.

#### FIRST READINGS.

The following passed their first readings:—

Bill entitled an Ordinance for the naturalization of Sin Hip Pan, alias Sin Shu Fan, alias Sin Shin Kin, alias Sin Ping Kim.

Bill entitled an Ordinance for the naturalization of Kwok Yung Kam alias Kwok To Kai alias Kwok Ying.

Bill entitled an Ordinance for the naturalization of Ho Shun To, alias Ho Kwau Yuk, alias Ho Ping Un, alias Ho Tsoi.

Bill entitled an Ordinance for the naturalization of Hu Choo, alias Hu Shun Tsun, alias Hu Ping Fong, alias Hu Nai Kwai.

Bill entitled an Ordinance for the naturalization of Lo Kun Ting, alias Lo Fo, alias Lo Ching Chin, alias Lo Tin Fui.

Bill entitled an Ordinance to amend the Vagrancy Ordinance, 1897.

Bill entitled an Ordinance to amend the Rating Ordinance, 1883.

Bill entitled an Ordinance to amend the Crown Lands Resumption Ordinance, 1889.

#### THE PROTECTION OF WOMEN AND GIRLS.

The Council went into Committee on the Bill entitled an Ordinance to amend the Protection of Women and Girls Ordinance, 1897.

A slip of paper containing suggested further amendments to be made in committee had been circulated, and some of these amendments, which were but small ones, were adopted without comment.

It had been suggested to amend clause 5 of the Bill so as to read as follows:—

5.—After the use of any premises as a lodging house for prostitutes, or disorderly persons or as a brothel has been discontinued under the provisions of clause 4 of this Ordinance, the immediate landlord or the mortgagee in possession of such premises for the time being, or if such landlord or mortgagee is absent from the colony or under any disability, his attorney or agent shall, if such premises are found to be again in use as a lodging house for prostitutes or disorderly persons, or as a brothel, be liable upon summary conviction before a Magistrate to the payment of a fine not exceeding five hundred dollars, and in default of payment of such fine to imprisonment for a term not exceeding one year with or without hard labour:

Provided nevertheless that if such landlord or mortgagee or attorney or agent shall either make such complaint to a Magistrate as in the next section mentioned within such time as such Magistrate shall consider to be reasonable, or else shall prove to the satisfaction of the Magistrate that neither he nor the person employed

by him or on his behalf to collect the rent of such premises knew or had reasonable means of knowing that such premises were being so used as aforesaid, then and in such case the Magistrate shall not convict under this section."

The ACTING ATTORNEY-GENERAL—The object of this amendment is to meet a point raised at the last meeting of the Council that it would be hard upon the superior landlord who had had nothing to do with the letting of the premises that he should be liable if they were found to be made use of by these women again. By this clause the onus of taking care that the premises are not used in this way is thrown upon the immediate landlord instead of upon the ultimate landlord, or if the immediate landlord is absent upon his attorney or agent.

HIS EXCELLENCY THE GOVERNOR—Supposing a company buy a house and it comes under this section, whom would you put in for hard labour, the chairman or the secretary?

The COLONIAL SECRETARY—The Secretary; he is always registered at the Registrar General's Office.

The ACTING ATTORNEY-GENERAL—But he would say he was not the landlord, and he would not be.

The COLONIAL TREASURER—There was a case at the Police Court the other day and the secretary was summoned and he did not raise any objection to it.

HIS EXCELLENCY THE GOVERNOR—But here you have a criminal offence. You have to get someone to do hard labour, and we want to know who is to do it. (Laughter.)

The COLONIAL TREASURER—In the case I mentioned the secretary appeared and was fined.

The COLONIAL SECRETARY—He was fined as secretary and not as Shelton Hooper. The Secretary is always accepted in the registration of houses.

HIS EXCELLENCY THE GOVERNOR—It is quite conceivable three or four men might form themselves into a combination for the working of these brothels in order to evade this provision.

The COLONIAL SECRETARY said that it was provided in Ordinance 13 of 1883 that in the case of a company the secretary or manager should be the responsible party, and there had been no difficulty experienced in the working of the Ordinance.

It was ultimately agreed to delete all reference to the mortgage, and to add after the words "attorney or agent" in the first paragraph of the clause the words, "or in the case of a corporation or company which is the immediate landlord the secretary or manager thereof for the time being" the words "or secretary or manager" to also follow the words "attorney or agent" in the second paragraph.

It was decided to insert the following new clause to be numbered clause 6:—

Upon complaint made to a Magistrate by such landlord or attorney or agent or secretary or manager as is in the preceding section mentioned to the effect that any premises, the use of which as a lodging house for prostitutes or disorderly persons, or as a brothel, has been discontinued under the provisions of section 4 of this Ordinance, are again in use as a lodging house for prostitutes or disorderly persons, or as a brothel, the Magistrate may, if he thinks fit, make an order which shall be recognized and given effect to in any proceeding in any Court in this Colony, absolutely putting an end to any existing tenancy of such premises as of the date of such order, and thereupon any tenancy so put an end to shall absolutely cease and determine on such date for all purposes, and any occupier or tenant of such premises may thereafter be treated by such landlord or attorney or agent or secretary or manager as a trespasser on such premises.

The Bill was then left in committee.

#### HIS EXCELLENCY MAKES A FURTHER EXPLANATION.

HIS EXCELLENCY—Before the Council adjourns, there is a matter I wish to mention with regard to the question of Beaconsfield. The Hon. Mr. Whitehead made some observation and put a question to me for my ruling as to one of the honourable members, the Hon. Mr. Belilios, having voted at the Finance Committee meeting in a matter in which he was interested. It goes without saying, and I have no hesitation in saying, that a member ought not to vote on any question in which he has a financial interest. I do not know

whether Mr. Belilios had actually a financial interest in this matter, because he had been paid the money, and whether the Council approved or not; he had no other interest in the proceedings. I believe from the Colonial Secretary, who has spoken to me upon this matter, that the vote which was before the Finance Committee included various items upon which the honourable gentleman would be perfectly justified in voting. (The Hon. E. R. BELILIOS: Hear, hear.) There is only one other matter which struck me at the moment the Hon. Mr. Whitehead was speaking, and it was a matter which in my explanation of my own action as regarded "Beaconsfield" I overlooked. I think the honourable gentleman made use of the word "smuggled," a word which I am sure on consideration he will regret having made use of. When this official minute came before me it had been signed by the Colonial Secretary and the Colonial Treasurer and I signed it as a matter of course. I am quite sure neither the Colonial Treasurer nor the Colonial Secretary would smuggle either this or any matter before the Finance Committee or the Council. I was rather anxious I should have the opportunity of informing the Council how this matter stood. A great many observations had been made, and it was well that some time or other my own reasons for the action I had taken should be stated in the only place in which they could be stated—in this Council Chamber. The Council will now adjourn until Wednesday next at three o'clock, when I hope to lay the estimates on the table. The Council then adjourned.

#### FINANCE COMMITTEE.

A meeting of the Finance Committee was subsequently held under the chairmanship of the Colonial Secretary. The following votes were agreed to:—

A sum of Two thousand and One hundred Dollars for the purchase of the old site of the Tung Wa Hospital Mortuary at Kennedytown.

A sum of Ten thousand and Eight hundred Dollars in aid of the vote for "Scavenging the City, Villages and, Hill District."

A sum of Five thousand Dollars to defray the cost of the "Pokfulam Conduit Road."

This was all the business.

#### SUPREME COURT.

2nd October.

IN SUMMARY JURISDICTION.  
BEFORE HIS HONOUR MR. A. G. WILSON  
(PUISNE JUDGE.)

#### GRIMES V. ARTACHO.

In this case J. H. Grimes sued Isabelo Artacho for \$240, expenses incurred while in his employ.

Mr. C. Ewens appeared for the defendant, plaintiff appearing in person.

The plaintiff told his story as follows:—The defendant sent me down to Manila with power of attorney to prosecute a certain Filipino named Lichauco, at present a prisoner in the hands of the American Government. I went down with a letter of recommendation from Consul-General Wildman to General Otis, stating that I was to represent Mr. Artacho in this respect, and also to look after his interests generally, and asking the General to assist in every possible way. I conferred with the General frequently and he advised me to seek legal advice. I conferred with a Mr. Nare, a Filipino Government lawyer, and gave him these documents, which are in Spanish, and which were handed over to me by Mr. Artacho. They relate to a case against Mr. Wildman. Mr. Nare advised me to return to Hongkong and endeavour to obtain judgment, as the Court in Manila had no jurisdiction. I returned to Hongkong and saw Mr. Wildman about applying to Mr. Artacho for expenses. When I went to Manila there was an understanding that I was to apply to his aunt, for whom he gave me a letter. His aunt promised to get me a house but as she could not do so she advised me to stay in the hotel and I did so and incurred the expenses for which I am claiming.

In reply to Mr. Ewens, the plaintiff said he went down Manila first at the request of Mr. Wildman.



Did you go down in connection with the steamer *Abbey*?—No, Sir.

Did you do any business in connection with the steamer *Abbey*?—I did. I went down at the request of Mr. Wildman because Mr. Lichauco was in prison and it would be a good opportunity to prosecute Mr. Lichauco.

You arranged to go down to Manila in connection with the steamer *Abbey*?—I did not.

His Lordship—What did Mr. Wildman want you to go for?—About Mr. Lichauco.

Mr. Ewens—Did you do any business in connection with the steamer *Abbey*?—I had a conversation with some naval people during the time I was delayed at Cavite owing to the rough weather.

Did you not lay claim to the steam *Abbey* as your own?—I did.

Did you go down to Manila for the purpose of claiming that steamer as your own?—No, not for that purpose. It did not occur to me until I got to Cavite. The claim for the steamer *Abbey* has been for the last twelve months. I did not go down for the express purpose of making my claim. I did not go down for that purpose at all. I went down for the purpose of prosecuting Lichauco.

What possible use could Mr. Wildman have to send you down?—Because Mr. Wildman could get me a free passage by the *Zafiro*.

Did you get a free passage?—Certainly I did. I went down by the Government transport *Zafiro*.

When you were at Manila, did you send any letter or telegram to Mr. Artacho?—I sent one telegram through his aunt from Manila. It was, "Remit money."

Was any money remitted to you?—No.

Did you ever write Mr. Artacho what you were doing?—No, his aunt said she would do all the necessary. His aunt was present at all the conferences I had.

Did Mr. Artacho give you any money?—Mr. Artacho gave me \$25 before leaving.

And how much did you get from his aunt in Manila?—\$39, counting the cost of the telegram.

When you came back to Hongkong did you speak to Mr. Artacho?—No, I could not find him.

You did not tell him what you had done?—I told Mr. Wildman.

Did you ever ask Mr. Artacho?—I asked Mr. Wildman. Mr. Artacho is supposed to be Mr. Wildman's protégé, and I went down in his interests.

The only understanding that you had with Mr. Artacho was that you should give a letter to his aunt?—Yes.

His Lordship—Why don't you sue the aunt; she is the only person who has given you any promise?—I tried to sue his aunt by that letter. His aunt told me this man had all the money in Hongkong.

His Lordship—You see the only person who has made you any promise is the aunt.

Plaintiff—Mr. Artacho as well.

His Lordship—Oh, he gave you a letter simply.

Plaintiff—He gave me power of attorney.

His Lordship—The power of attorney does not show that he gave you promise to pay. You evidently utilized your being there to some other purpose.

Plaintiff—I am claiming simply for my stay in Manila. Mr. Wildman has been in the habit of paying my expenses in Hongkong, and he wrote the manager of Hongkong Hotel that during my absence from Hongkong he would not be responsible for my expenses. I was in no employ. My expenses were paid during the last six months by Mr. Wildman, who wrote to the manager that during my absence he would not pay my hotel expenses.

His Lordship—That only makes matters worse for you. Have you got any more witnesses? I am afraid you have no case. (To Mr. Ewens)—Are you going to press him for costs?

Mr. Ewens—No, my Lord.

His Lordship—There will be judgment for the defendant, without costs.

Mr. Ewens—I want the power of attorney back; it is revoked. I can write across it "revoked," and he can get back.

This was done.

His Lordship (to plaintiff)—You should not take up business of this kind without getting some guarantee for expenses.

Plaintiff—I thought he was a decent sort of a fellow. (Laughter.) I suppose I have some sort of a claim against the man who sent me down there.

His Lordship—Well, that is another matter.

## AFFAIRS IN THE PHILIPPINES.

### INSURGENTS STAND A SIX HOURS' BOMBARDMENT.

[FROM OUR CORRESPONDENT.]

On board U.S.S. *Zafiro*,  
Subic Bay, 23rd September.

This morning a squadron consisting of the *Charleston*, *Monterey*, *Concord*, and *Zafiro* bombarded the town of Olongapo and partly destroyed the buildings of the ex-Spanish Navy Yard. The heaviest fire was directed at a breechloading Krupp gun mounted to the north of the town near Kalakan Point. After the main bombardment the marines and jackies landed under a heavy fire and blew up the Krupp with gun cotton.

At 6.40 this morning the flagship *Charleston* signalled general quarters and in two minutes the battle flags were flying and the gun crews were at their stations.

The monitor *Monterey* slowly got under way and steamed eastward to the shelter of Kalakan Point, followed by the *Charleston*, *Concord*, and *Zafiro*. As the *Monterey* rounded the point she opened with her secondary battery of six pounders, endeavouring to obtain a return fire and exactly locate the insurgent cannon. The answer was prompt and saucy, for a screaming 16 centimeter shell went tearing over the monitor's smokestack.

Captain Leutze let loose his ten-inch guns, and a mountain of sand and earth shot up into the air, marking the point where the shell struck close upon the gun's earthworks. Heavy firing continued as the *Monterey* passed slowly across the front of the town. The *Charleston*, *Concord*, and *Zafiro* had been shelling over the point attempting to prevent the insurgents manning their guns, and now these passed beyond the point, dropping shrapnel and solid shot into the trenches. It was some minutes before the enemy answered, and then a second shell flew out and ricocheted along the bay, finally sinking about half out to Grande Island. The shelling continued along the beaches and trenches until eight o'clock, when all the ships concentrated their fire on the gun near Kalakan. From the fighting tops of the ships, the Filipinos could be seen moving about in the gun pit and earthworks, and such a fire of light guns was thrown in that it was impossible for the enemy to operate the Krupp. About 8.30 the *Charleston* moved off south and paid attention to the town of Olongapo and the Navy Yard, which places were soon on fire. The shrapnel flew about in the streets and cracked open the houses and after the first shot the inhabitants could plainly be seen cutting out for the hills that rise sharply just at the back of the Yard. However, the trenches that extended across the front town still contained their defenders.

At 9.30 the *Monterey* ranged up directly in front of the gun and came to a stop 600 yards off the beach. From this distance her ten and twelve inch guns ploughed up the beach and hewed out whole sides of the embankments, but the gun still remained in commission, though no attempt appeared to be made to save it.

At a quarter to eleven the signal was hoisted for the landing party and ten minutes later the launches crept around from behind the ships and made for the shore towing the boats with 250 marines and jackies. At the same time the ships began a terrific shelling. When the boats were three to five hundred yards off shore the insurgents leaned out of their trenches and poured in a severe rifle fire, all the shots going high, however. Very few struck in the vicinity of the boats as the high beach made it necessary for a person shooting from the trenches to stand boldly up and aim (or the shots would fly over) and this the enemy failed to do. But one man was hit and he was in the stern of the *Charleston's* launch. The *Concord's* launch, in charge of Cadet Brisner, held the left flank and made the sands hot with her galling.

The sailors landed and immediately deployed to the north, where they found the deserted gun, the Filipinos having retreated away to the

south-east. Gunner Olson, of the *Baltimore*, placed a charge of gun cotton in the Krupp and blew off eight feet, making the stump look very like a half burned cigar. Two more charges shattered the carriage and destroyed the work.

A slight skirmish continued as long as the sailors were on the beach, and then they returned to the ship, receiving a few parting shots. Twenty-six minutes after the landing party started from the ship the jackies from the *Concord* under Lieut. Hughes were in the gun pit. The landing was in charge of Lieut. McDonald of the *Charleston*. The *Monterey* sustained four hours of continuous firing, exploding 21 ten-inch and 17 twelve-inch shells. She consumed 3,000 gallons of water in her hydraulic system.

### INSURGENTS CAPTURE AN AMERICAN GUNBOAT.

OFFICER, CREW, AND GUNS MISSING.

Manila, 25th September.

At the end of last week word was received, through Filipino agents that the insurgents had succeeded in trapping an American gunboat on the north shores of Manila Bay. The first information was very meagre, but was soon backed up by a report from Captain Franklin, the commander of the Army gunboat *Laguna de Bay*, stating that many natives in the river country had assured him of the loss of a boat. Rear Admiral Watson was notified, and he immediately dispatched the gunboats *Petrel*, *Callao*, and *Basco* to search for the *Urdaneta*, one of the smallest of the recently purchased mosquito fleet. This boat was patrolling the north shores of the bay and was several days overdue according to her coal allowance. Yesterday the *Petrel* anchored off the town of Orani and sent a detachment of men up the river in the small boats. Just opposite the town, the illfated *Urdaneta* was found burned and scuttled. It was learned that a week ago, Sunday, Orani had been shelled by the *Urdaneta*, after which Ensign Hood went closer in shore and landed some or all of the crew. The place seemed deserted and the men ventured further into the town. Suddenly the alarm was raised and the jackies started back, only to find themselves cut off by insurgents who had crept around the outskirts of the place effectually cutting off the retreat. A fight ensued but with what results it is impossible to ascertain at the present writing. Another party took possession of the boat and began removing the light arms and ammunition. The battery consisted of one Colt's automatic machine gun, one Nordenfelt, and one one-pounder. These were removed with their mounts and the compass, stores, and tools were also taken away. Then the work was completed by scuttling and setting fire to the little inter-river commerce destroyer.

Natives in the vicinity of Orani say that Hood and the nine men of his crew were taken to Porac, from which place they will be sent on to Aguinaldo's headquarters in Tarlac.

The machine guns and ammunition are most valuable acquisitions to the insurgent army and may be expected to be heard from before long. They will probably be used at the longest range for experience has taught the natives that guns are hard to handle and when the Americans start after one they usually get it.

### AGUINALDO RELEASES BRITISH PRISONERS.

Angeles, 25th September.

Yesterday afternoon the insurgents gave two Britishers safe convoy to the last native outpost, and fifteen minutes later they were free men in the American lines near Angeles. Their names are Charles McKinley and Alexander McIntosh, and they have been prisoners since July 17th of this year. During the month of June the two men sailed from Hongkong in the *Elsie*, a little twenty-nine foot schooner, for the purpose of engaging in trade in the islands. After a rather stormy voyage, during which they spoke the American transport *Lelanaw* they put into the port of Sulbec, near Vigan, to obtain food and water. Here they were taken by the Filipinos and sent on to Narvacan, where they were apparently forgotten and detained for forty-eight days, then new orders came and they were taken over the mountains to the capital city Tarlac to meet Aguinaldo. After a two weeks' stay at this place, where they were well treated, they were released and passed through the insurgent territory by order of the President.



**AMERICANS TO BE RELEASED.**

McKinley bore a message from General Pantelon Garcia, commanding the insurgent front opposing General McArthur, saying that the fourteen American prisoners now in Tarlac would be returned to their countrymen on Wednesday of this week and that others would follow from time to time until the entire number are free. The fourteen in Tarlac include Lieutenant Gilmore and the sailors of the *Yorktown* who were captured in a steam launch some months ago while trying to liberate the Spaniards at Baler. Garcia stated that these orders were in accordance with a recent decision of the Insurgent Congress. Both McKinley and McIntosh had copies of the *Official Gazette* of the 17th inst. containing the order. The prisoners are being fitted out in new white uniforms, boots, and hats.

The Britishers are full of information gathered during their enforced sojourn, but they say that they received every consideration at the hands of their captors and no unpleasant experiences except during the long wait at Narvancan. They report the northern provinces to be literally rolling in excess of produce, as the closing of ports has kept all the food stuffs in the country. They met four Americans who are holding commissions in the rebel army: a sergeant holds the rank of Captain, a former Californian corporal is a Lieutenant, and a negro servant, of the 24th U. S. Infantry, wears a second Lieutenant's straps. This servant was riding on the railroad without a pass and was put off by the train guard. While walking back to Malolos he was captured by insurgents. His coon songs and dance tickled the fancy of the Filipinos and they look him into the army.

**NO HOPE FOR MAJOR ROCKEFELLER.**

In answer to a request from the American Authorities, Colonel Gongales, a former envoy to Colonel Smith, made most diligent search for tidings of Major Rockefeller, who disappeared one night in April from Caloocan. Gongales telegraphed all over the island without obtaining any news of the missing officer. More than likely, he was killed in the jungle.

**JAPANESE ASSISTING INSURGENTS.**

It is reported that four regular officers of the Japanese army are in the insurgent camp instructing them in the drill and firing, and the handling of the limited artillery.

**MCKINLEY'S EXPERIENCES.**

McKinley and McIntosh presented themselves before General McArthur in the only clothes they possessed, the uniforms of insurgent officers minus the straps. McKinley entertained the officers with many stories of his Filipino life, among which he related how he had turned over a few dollars by repairing watches and clocks. On seeing that he was a clever workman the insurgents wished him to make the dies for a set of new coins that are soon to be issued, but this he refused to do.

**THE INSURGENTS DESIRE RECOGNITION.****AMERICAN PRISONERS GIVEN UP.**

[SPECIAL TELEGRAM TO THE "DAILY PRESS." Manila, 1st October.

General Alejandrino and two Majors accompanied fourteen American prisoners to Manila yesterday.

To-day General Alejandrino held a conference with General Otis, desiring recognition, which was refused.

**REMOVAL OF THE CHINESE CUSTOMS STATIONS.**

The staff stationed at the various Chinese Customs stations which are now included in British territory have been removed to the new stations and the collection of duty at the latter commenced on the 5th October.

The opium examination bulk off Samshuipo will, by agreement with the Hongkong Government, remain in its present position and examinations will be conducted there as heretofore until further notice.

**RECONSTRUCTION OF THE SANITARY BOARD.**

We hear that a reconstruction scheme for the Sanitary Board will shortly be promulgated. It will vary from the old constitution of the Board as provided by the Public Health Ordinance, inasmuch as special representation is to be given to the military authorities. It is said there are to be two military members, of whom the Principal Medical Officer will of course be one, and the Officer Commanding the Royal Engineers is mentioned as the other. The question of what representation the public are to have on the Board seems to be still hanging in the balance. An Ordinance will have to be passed to effect the proposed changes in the constitution of the Board.

**GAOL-BREAKING AT CANTON.**

On the 2nd inst., between 8 and 9 p.m., the principal prison of the Punyu Magistrate at Canton was broken open and some thirteen prisoners made their escape. The affair was arranged in concert with the prisoners' friends outside. Swords and firearms had previously been smuggled into the gaol, and, every preparation having been made, the large door was forced open and the prisoners rushed out. The gaoler and guards were alarmed by the commotion and tried to intercept the prisoners and afterward followed them up, a hot running fight being maintained. The escaping prisoners threw obstacles on the ground to impede the pursuers, and when they reached the East Gate their friends, who were waiting for them on the wall, threw ropes to them and helped them up. One of the escaped prisoners who could not run fast enough to keep up with his companions was shot dead by them in order to prevent his telling tales and disclosing their plans. The head gaoler was also killed in the affair and several guards were seriously wounded. The leader of the gang was a Tungkun man known by the nickname of "King Horse," who had committed serious crimes in the Tungkun district and was in prison awaiting trial. The arrangement of the escape was facilitated by bribery, which had been going on for some time. The plan was for the prisoner's friends to arrange a feast in the gaol, to which they invited the gaol officials, of course paying them liberally. Several such feasts had been held, so that the prisoners and their friends had had full opportunity of arranging their plans and smuggling arms into the gaol, and another feast was being held on the night of the escape, the rush being made when the officials present at the convivial board had become conveniently intoxicated.

**THE U.S. MINISTER AT CANTON.**

[FROM A CORRESPONDENT].

Canton, 30th September.

The U.S. gunboat *Princeton*, with H.E. Mr. E. H. Conger, the Minister, on board arrived here about half-past nine this morning. Mr. Hubbard T. Smith, Vice-Consul in charge, called on His Excellency on board the gunboat about half an hour later, and His Excellency landed shortly afterwards and proceeded with Mr. Smith to the Consulate.

A dinner in honour of the Minister is to be given at the Consulate this evening and a tiffin to the officers of the *Princeton* to-morrow.

His Excellency will hold a reception at the Consulate on Monday afternoon and all the American residents of Canton have been invited to attend.

Canton, 3rd October.

Yesterday His Excellency Mr. E. H. Conger, Envoy Extraordinary and Minister Plenipotentiary from the United States to China, paid his official visit to His Excellency Tan Tsung Lun, Viceroy of Kwangtung and Kwangsi Provinces. The visit was returned at the United States Consulate this morning by the Viceroy and his staff. His Excellency being received by a detail of marines and blue-jackets, equipped in light marching order, who landed from the U.S.S. *Princeton* for the purpose. The full military honours due his rank and station were accorded the Viceroy, two salutes of nineteen guns each being fired from the ship, one simultaneously with his arrival on Shameen and the other upon

the conclusion of the ceremonies at the Consulate.

Commander Harry Knox, U.S.N., commanding the *Princeton*, with Lieutenants Armistead, Rust, and H. O. Stickney, U.S.N., and Assistant Paymaster George P. Dyer, U.S.N., assisted Minister Conger at the reception.

**NEW PUBLIC WORKS.**

The following report of the proceedings of the Public Works committee at a meeting held on the 31st August was laid before the Legislative Council at Wednesday's meeting:—

Present—The Hon. the Director of Public Works (Robert Daly Ormsby); Chairman, the Hon. the Colonial Treasurer (Alexander Macdonald Thomson), Hon. C. P. Chater, C.M.G., Hon. T. H. Whitehead. Absent—Hon. R. F. Bellios, C.M.G.

1.—The Chairman submitted to the Committee an amended plan for a new Police Station on the site of the existing No. 7 Station, for which a vote of \$50,000 on account of an Estimate of \$65,000 was taken last year; also a plan for a small station at Kennedytown.

The cost of the new No. 7 Station, as per the amended plan, is estimated at \$45,000, and of the Station at Kennedytown \$12,000.

It was unanimously agreed that both these proposed works be approved, and the Committee recommend that sanction be given to commence the buildings forthwith.

2.—The Committee considered plans and estimates for the following proposed works:—

(1) Chair Shelter at the Peak, estimated cost \$4,300.

(2) Road from the Upper Tram Station to High West Saddle, estimated cost \$6,050.

(3) Waterworks extension in Hongkong providing for—

(a) Distribution to High Level Zone in view of extension of building.

(b) Additional supply to the Peak.

(c) Machinery for Bowen Road filter beds and houses for same.

(d) Re-construction of No. 2 Tank, estimated cost \$57,000.

(4) Additional storage reservoir in Tytam Valley, No. 3 in Mr. Cooper's report, estimated cost \$60,000, vote on account in 1900, \$20,000.

(5) Electric Lighting Government House, estimated cost \$4,788.

(6) Kowloon Water Supply, temporary pipe from stream in New Territory, estimated cost \$11,380, to be charged to vote of \$15,000 in the estimates for this year.

It was unanimously agreed that the works above enumerated be approved.

3. The Chairman submitted a proposal to expend a sum of \$10,000 on the existing roads in the New Territory, with special reference to the road from Castle Peak Bay to Ping shan and Un Long.

Resolved, that the Committee recommend that a vote of \$10,000 be taken on account of a new road to be laid out above flood level at the foot of the hills between Castle Peak Bay and Ping Shan.

4. The Committee considered plans, and a tender amounting to \$6,985, for preparing and draining the site of the Governor's Peak Residence at Mountain Lodge.

Resolved to recommend that the tender be accepted and the work proceeded with. The Honourable Mr. Whitehead refrained from voting for this initial expenditure until a complete estimate of the total cost of the proposed new building was laid before the Committee.

5. The Committee considered plans and an estimate amounting to \$13,400, for a 12-foot road along the Pokfulam Conduit, connecting with Robinson Road at Glenealy and Castle Road.

It was unanimously agreed that the work be approved, and that the Committee recommend that a vote of \$50,000 on account be now taken in order that the work may be commenced forthwith.

6. The Committee considered a proposal to erect a Refuse Destructor at Kennedytown, at an estimated cost of \$60,000.

Resolved that the papers be circulated for further consideration.

The Committee then adjourned.



## LIFTS AND THE RATING ORDINANCE.

It will be remembered that a short time ago the Supreme Court decided that the rateable value of premises in which lifts are used must be subjected to deduction, under the exemption of machinery clause of the Rating Ordinance, corresponding to the difference between the value of the premises with and without lifts. A bill to amend this state of the law was introduced at Wednesday's meeting of the Legislative Council. It provides as follows:—

The word "machinery" as used in the Rating Ordinance, 1888, shall mean machinery used for purely industrial or manufacturing purposes, but shall not include lifts and machinery used as adjuncts to any tenements occupied as offices, dwellings, or hotels. In making, however, any valuation of such lifts and machinery in the future the Assessor shall deduct the expenses of working such lifts and machinery from the rateable value thereof if such expenses are paid by the landlord.

Every valuation which has been made by the Assessor prior to the commencement of this Ordinance under the provisions of the Rating Ordinance, 1888, shall be construed and interpreted in any Court of law as if such valuation had been made under the provisions of the Rating Ordinance, 1888, as modified by this Ordinance.

## EXPENDITURE ON THE NEW TERRITORY.

The following is a summary of the actual and estimated expenditure for 1899 in connection with the New Territory:—

Police .....	\$ 88,972.10
Public Works Department .....	1,648.89
Harbour Office .....	11,536.14
Treasury .....	187.00
Botanical and Afforestation Department .....	440.00
Medical Department .....	1,000.00
Extra Salaries .....	3,000.00
Miscellaneous .....	105,004.04
Total .....	\$346,629.17

The items included under the heading of "Miscellaneous" are expenses incurred on account of the taking over of the New Territory and are as follows:—

Amount distributed amongst the poor \$	10.00
Expenses incurred to fit the steamer <i>Kong Nam</i> for a trip to Mirs Bay in connection with the ceremony of hoisting the British flag .....	35.20
Amount of insurance of <i>Hankow</i> to Mirs Bay .....	625.13
Expenses incurred for preparing lunch, &c. on board the steamer <i>Hankow</i> .....	600.00
Amount due for provisions supplied on board H.M.S. <i>Humber</i> for the proposed trip to the New Territory .....	70.00
Preparations for hoisting flag .....	424.46
Mat-sheds .....	3,964.20
Expenses of H.M. Navy .....	3,061.05
Transport .....	5,114.00
Three launches .....	91,100.00

Total \$105,004.04

## KANG YI'S PROPOSAL TO ABOLISH LEKIN.

### SUGGESTED SUBSTITUTION OF A SHOP TAX.

#### THE PROPOSALS NEGATIVED BY THE MERCHANTS.

As already reported, the High Commissioner Kang Yi proposed to the Canton merchants that lekin should be abolished and a shop tax substituted, but at a meeting of the guilds, held on the 26th September, the proposal was negatived, the merchants apparently thinking that the shop tax would be more objectionable even than lekin. The scheme put forward by the High Commissioner possesses some interest, indicating, as it does, that the Imperial Government would not be averse to the abolition of the lekin stations if the revenue could be otherwise secured. The scheme was embodied in twelve rules as follows:—

1.—The lekin tax and lekin stations shall be abolished and there shall be substituted therefor a shop tax divided into classes, namely, first, second, and third, which shall be payable monthly, quarterly, or yearly, according to the amount of business done by the shops. The seventy-two commercial guilds shall be responsible for the payment of the tax. Shops in villages and small market towns are to be exempt from the tax.

2.—The committee or head men of the guilds shall establish an office or department with a Waiyuen to look after its affairs, and branch offices shall be established in the different prefectures.

3.—All the shops in Canton shall be required to fill in, on forms to be supplied by the department, their addresses, and the amount of business they are doing. The opening or closing of shops shall be promptly reported to the committee.

4.—A register of the shops shall also be kept in each market-town.

5.—In each market-town there shall be a meeting house in which any business relating to the tax shall be discussed, and the committee shall be at liberty to petition the Waiyuen if anything goes wrong.

6.—No tax shall be levied on rice, firewood, oil, or trade of small value.

7.—An extensive business having been done in the district of Sunkat by the machine filatures, and a large quantity of silk shipped to Hongkong, the tax on the same ought to be increased.

8.—Hitherto the lekin on imports and exports has been heavy and on other lines of business light, so that the shops engaged in the import and export trade should willingly pay the same amount after the lekin stations have been abolished.

9.—From the date upon which the regulations come into force the price of all goods should be reduced.

10.—The committee shall report once every five days to the merchants in Canton and to the branch offices in the different prefectures concerning the price of rice and other goods.

11.—There having lately been a great amount of piracy and robbery, the committee shall devise measures for the suppression of the same and the protection of the merchants, and ten per cent. of the amount yielded by the shop tax shall be appropriated to meet the expenditure in this connection.

12.—The institution of a shop tax being attended with initial difficulties and entailing considerable labour, a reward of ten per cent. on the amount collected shall be paid to the head shopmen who succeed in satisfactorily carrying out the schemes.

13.—These rules shall be subject to amendment at any time.

The scheme having fallen through, owing to the opposition of the merchants, Kang Yi has now made an additional levy of Tls. 100,000 on the Lekin Bureau. It appears the High Commissioner intends to raise annually Tls. 1,600,000 from the Kwangtung province in addition to the amount already contributed, and this Tls. 1,600,000 he has divided as follows:—Salt monopoly, Tls. 200,000; Board of Reorganisation, Tls. 200,000; Official Contributions, Tls. 200,000; Lekin Bureau, Tls. 100,000; making in all Tls. 700,000, leaving a balance of Tls. 900,000, which the Viceroy is to raise as best he can.

Kang Yi is shortly returning to Peking.

## DISASTROUS FIRE AT CANTON.

### FIFTY LIVES LOST.

Particulars have reached Hongkong of a most disastrous fire which occurred at Canton on Monday midnight. In the locality known as Shek Kong a mat-shed theatre had been erected, and other mat-sheds smaller in size had also been put up in the same neighbourhood, which really bore the appearance of a fair. Hundreds of people had been in the habit of flocking to the place to see the theatrical performances and to witness the cricket fights which took place in the same building. Fantan and other forms of gambling were also in full swing. Some of the flower boats had also gone and anchored close by. The fire appears to have commenced in a mat-shed eating house, and to have spread with great rapidity. In the rush which was made for the boats about

100 boats were capsized. Three flower boats caught fire, and a steam launch also got ignited. The theatre and adjoining mat-sheds were completely destroyed. It is said that over 50 persons were either drowned or burned to death.

## SERIOUS CHARGE AGAINST A CHINESE DETECTIVE.

At the Magistracy on Wednesday, before Mr. Gompertz, Su Yenng, a Chinese detective in the Water Police, was charged with having attempted to obtain a bribe.

Deputy-Superintendent Baddeley conducted the prosecution and Mr. H. W. Looker appeared for the defence.

Kwok Yan said he was a fisherman and also an informer. On the morning of the 24th September he gave information to the defendant that there were some arms concealed on board a boat. He found the defendant in a brothel at Yaumati with another man whom he did not know. He asked the defendant to engage a boat to seize the arms, and he did so. He and the defendant and the other man got in, and went to a large boat anchored at Yaumati. They went on board and searched and found a bag containing about ten revolvers, and also a lot of ammunition. Witness said to the defendant "These are the goods, make the arrest" and told him to arrest the offender. The defendant asked one of the men on the boat if he was the master, and the man said "No, the master has not yet returned." Then the defendant said, "Wait until your master comes back." They waited there for about an hour, when he saw two jars of ammunition and two kerosine boxes filled with ammunition brought on board. Finally the master came on board, and the defendant spoke to him in Hakka, which witness did not understand. Then the master sent a small boy for the owner of the goods. About half-an-hour afterwards the boy returned with a man (whom witness identified). This man spoke to the defendant, but he could not hear what was said. He afterwards heard the other man ask the defendant to go over to Hongkong, and they all four went to Hongkong. When they got to Hongkong the defendant told him he had better go home to get his meal, and he did so.

Witness was cross-examined by Mr. Looker. The further hearing was adjourned.

## THE DOUGLAS STEAMSHIP COMPANY, LIMITED.

The 16th ordinary general meeting of shareholders in the Douglas Steamship Company, Limited was held on Saturday at noon. The chair was occupied by Mr. J. H. Lewis, and there were also present the Hon. J. J. Keswick, Messrs. C. A. Tomes, C. H. Thompson, E. Shellim (Consulting Committee), W. Parfitt (Secretary); D. Gillies, T. Arnold, W. S. Bailey, C. Mooney, T. Yule, A. G. Morris, R. Mitchell, E. S. Wheeler, A. A. H. Babington, J. H. Cox, T. H. Reid, G. L. Tomlin, J. Orange, W. H. Gaskell, J. C. Peter, J. E. Gomes, Capt. Roach, M. Mahomed, Chun Tong, J. M. Gomes, Capt. J. Douglas, R. T. Head, H. Haynes, F. Jorge, W. Davis, etc.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN said—Gentlemen, the report and accounts have been in your hands for some days. I propose with your permission to take them as read. As stated in the report, it was only after most thoroughly considering the position that the General Managers and Consulting Committee decided it would be inadvisable to recommend the payment of a dividend, and whilst fully appreciating the disappointment of shareholders, we are quite convinced that under the present circumstances the best interests of the company are being considered in the proposed appropriation of the profits for the year. With reference to the opposition on the Tamsui line, I think, gentlemen, you will readily understand there are many important features in connection with it which it would be imprudent to publicly mention and discuss, as we should be giving valuable information to our opponents that they could not fail to profit by, of course to our prejudice. This opposition still keenly continues, but our opponents have discovered that



even with their alleged advantages they cannot run us out of the trade of which we were the pioneers and to meet the development of which we have from time to time built steamers of a special class at great expense, and the General Managers and Consulting Committee are quite agreed that the policy pursued will eventually result to the benefit of our Company. With reference to the accident to the *Hatching* I should mention that under the terms of the contract we are legally advised there is no claim against the builders, and the actual cost of the repairs is far too small to admit of a claim under our insurance policies. The long delay in completing the voyage after the accident added considerably to the cost of the steamer. As indicated in my remarks to you last year, there has been a steady increase in the coast trade generally, but the demand for tonnage for rice, &c., to Tamsui, referred to in the reports, was quite exceptional, practically the result of short crops in Tamsui, not likely to occur to such an extent again. In conclusion I may state there is fortunately every hope of a decline in the price of coal, a very important item in our working accounts. Before moving the adoption of the report and accounts I shall be pleased to answer any questions.

Mr. MORRIS—Mr. Chairman, you made no reference there to the letter that I put in from a number of shareholders asking you to consider the payment of a dividend of \$3 per share and writing the balance off depreciation account. I think that was worthy of some consideration. We do not ask you for a dividend from the reserve fund: we simply ask you for a dividend from the profits. We have a very good reserve fund of \$197,000 to meet every possible demand that can be made upon the company, and there are many poor families here dependent upon this company for the dividends for their livelihood. I certainly should be very glad if I could receive proper support in this matter. I think it is worthy of consideration. As to the opposition you refer to, we have seen the dire results of opposition in other companies here, which after running five years and losing a tremendous amount of money for the shareholders resulted in the end in their making greater concessions than they would have had to do in the first instance. However, I do not wish to refer to that. I am chiefly here to see if it is not possible to induce you to give us a \$3 dividend. I think we can well afford to do it. The company is in a good position. You state here (reading from the report) that the steamers are maintained in their usual efficiency. You have written your steamers down to a comparatively low estimate, and taking it on the whole our position is a very sound one indeed, and there is nothing to prevent your giving us a \$3 dividend. I shall be very glad to put it to the meeting as a proposition, if I can receive any support from the shareholders. My requisition which came in the other day—(The CHAIRMAN—Yesterday)—was signed by 3,141 shareholders. I did not bother you to come and look up the list of shareholders. Had I done so, I should no doubt have got a good many more to subscribe. My time is a little bit too valuable for that, but perhaps in future I may have to do so. I will put it in the form of a proposition if you like.

The CHAIRMAN—If you like, Mr. Morris.

Mr. MORRIS—I shall be very happy to propose that if any gentleman will second.

The CHAIRMAN—Before you put it, I would like to reply to the remark that your requisition has not received proper attention. As you are aware, your requisition came in after twelve o'clock, and it was mail day. It was circulated among the members of the Consulting Committee, and they quite agreed with me that it was inexpedient to accede to your request. We did not arrive at the conclusion not to recommend a dividend until we had taken the whole position from every point of view into consideration. We cannot dwell upon what led us to continue our opposition to the Japanese steamers. They came with the intention of putting us off the line altogether. However, I think you will agree with me we will simply be jeopardising our own position if we discuss that matter publicly. If you like to put it as an amendment it is open to you.

Mr. MORRIS—With reference to your statement that the requisition did not reach you until after twelve o'clock, it did not reach your

hands until about half-past two, but you were aware of the fact that I was doing my utmost to get signatures, because you were canvassing yourselves.

The CHAIRMAN—I beg your pardon.

Mr. MORRIS—I have it on good authority that you were canvassing and some of my friends signed for you. You must not lead the shareholders here to believe that the thing was sprung on you yesterday.

The CHAIRMAN—No, I knew perfectly well the thing was coming, but you made a statement that the thing was not having proper consideration.

Mr. MORRIS—You knew perfectly well it was being discussed. If the matter was considered it seems strange to me that I should get your reply slightly after four, and I know my letter reached you slightly after two. You had already considered the probability of my putting in such a thing.

The CHAIRMAN—Will you put it as an amendment?

Mr. MORRIS—I shall put it as an amendment. I propose that a dividend of \$3 per share shall be given, and that—

The CHAIRMAN—I think you are quite wrong. My proposal should come first and your proposal afterwards.

Mr. J. H. Cox observed that the Chairman's resolution should be seconded first.

The CHAIRMAN—I beg to propose that the report and accounts as presented be adopted.

Mr. MORRIS—I once again propose that a dividend of \$3 a share be given, and that a balance—

Mr. GILLIES—I have pleasure in seconding the adoption of the report and statement of accounts.

Mr. MORRIS—Once again I propose that a dividend of \$3 per share be given to shareholders, which will absorb \$60,000, and the balance shall be carried to the depreciation fund.

Mr. ARNOLD—I have no objection to second the proposal. It seems to me the only possible excuse for the non-payment of the dividend would be that the money has been lost between 30th June and present date. If you can assure us of the fact that the money is still intact, then I will second Mr. Morris's proposal.

The CHAIRMAN—The money is intact.

The amendment and the motion were put to the meeting.

Five voted for the amendment, the remainder voting for the motion, which was carried.

The CHAIRMAN (addressing Mr. Morris)—I quite appreciate the feeling with which you proposed the amendment, and I am sorry that we are unable to comply with it. You must remember that we also are shareholders.

Mr. MORRIS—I did not forget that fact.

Mr. WHEELER—I beg to propose that Messrs. C. H. Thompson, C. A. Tones, E. Shellim, and Hon. J. J. Keswick be re-elected to the Consulting Committee.

Mr. MORRIS—Before putting that proposition, I would like to make a few remarks. As you attach so much importance to this opposition, I wish to propose as an amendment that our Consulting Committee shall be constituted into a Board of Directors. They would represent our interests far better were they in such a position.

The CHAIRMAN—You will have to alter the Articles of Association.

Mr. MORRIS—These can be altered.

The CHAIRMAN—I do not propose to alter them. This is outside the business of the meeting, and I call you to order.

Mr. MORRIS—If you rule that it is to be so, I shall take other means to arrange it. I want you distinctly to understand that it is not that I am against any of the members of the Board, but I only wish to strengthen your position.

Captain CLARKE seconded the resolution.

Carried, Mr. Morris voting against it.

Mr. BAILEY proposed the re-election of Messrs. Cox and Gaskell as auditors.

Mr. JORGE seconded.

Carried.

The CHAIRMAN—That concludes the business of the meeting, gentlemen. I trust at the next meeting we shall have a much more favourable report to put before you.

Second Lieut. T. D. Jackson, King's Own Regiment, is promoted to be Lieutenant, vice S. R. Fletcher, deceased.

## CANTON INSURANCE OFFICE LIMITED.

The following is the Report for presentation to the Shareholders at the eighteenth ordinary General meeting, to be held at the Offices of the General Agents, on Saturday, 14th October, at noon:—

The General Agents and Consulting Committee beg to submit to the Shareholders the Final Accounts for the year 1898 and an Estimate of the present year's working to the 30th ultimo.

1898 Account.—The result of the year's working is a credit balance of \$137,387.50 out of which and with the approval of the shareholders, it is proposed to pay a dividend of 22 per cent., (= \$11 per share) to shareholders, the balance \$27,387.50 to be carried to the current year's account.

1899 Account.—This account shows an estimated balance of credit of \$481,457.00.

Consulting Committee.—Messrs. F. Maitland and E. Shellim were invited to and accepted the seats rendered vacant by the departure from the colony of Messrs. S. G. Bird and D. Gubbay. These appointments require the confirmation of shareholders. Messrs. Dalrymple, Gillies, The Hon. C. P. Chater, C.M.C., F. Maitland, and E. Shellim retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. Fullerton Henderson and W. H. Potts, whose re-election is recommended.

JARDINE MATHESON & Co.,

General Agents,

Canton Insurance Office, Limited.

Hongkong, 2nd October, 1899.

STATEMENT OF ACCOUNT FOR THE YEAR ENDING 31st DECEMBER, 1899.

LIABILITIES		\$	c.
Capital subscribed	\$2,500,000.00		
Amount paid-up	500,000.00		
Reserve fund	1,150,000.00		
Outstanding dividends	2,724.00		
Outstanding bonus	915.90		
Balance of working account, 1898	137,387.50		
	<b>\$1,791,027.40</b>		

ASSETS		\$	c.
Cash, on current account with Hongkong & Shanghai Banking Corporation	39,455.64		
Fixed deposits,—			
H'kong & Shanghai Banking Corporation	100,000.00		
Chartered Bank of India, Australia & China	25,000.00		
Mercantile Bank of India, Limited	50,000.00		
Yokohama Specie Bank, Limited	30,000.00		
Mortgages	741,775.53		
Hongkong and Kowloon Wharf and Godown Co., Limited, debentures	94,000.00		
Shanghai and Hongkew Wharf and Godown Co., Limited, debentures	68,864.57		
Hongkong High-Level Tramway Co., Ltd., debentures	15,000.00		
Humphrey, Estate and Finance Co., Limited, debentures	40,000.00		
Chinese Imperial Government loan, 1885	62,980.70		
United States bonds, (4 per cent. loan, 1925)	475,372.74		
Interest accrued but not yet payable	28,576.32		
	<b>\$1,791,027.40</b>		

WORKING ACCOUNT, 1898.		\$	c.
To amount brought forward from last account	5,324.50		
To net premium received, less return and re-insurances	1,284,792.64		
To exchange	5,508.59		
To interest	108,775.30		
To transfer fees	50.00		
	<b>\$1,404,446.13</b>		

		\$	c.
By losses and claims paid	1,050,543.04		
By charges, including directors', auditors' and survey fees, agents' expenses, &c.	97,272.27		
By commissions	119,243.32		
By balance as above	137,387.50		
	<b>\$1,404,446.13</b>		

We have compared the above statements with the books, vouchers and securities, and found the same correct.

FULLERTON HENDERSON, Auditors.

W. HUTTON POTTS,

Hongkong, 21st September, 1899.

ESTIMATE OF WORKING ACCOUNT TO THE 30th SEPTEMBER, 1899.

Dr.		\$	c.
To premium, less re-insurances	1,041,000.00		
To interest, received and accrued	75,000.00		
To exchange	452.00		
To transfer fees	5.00		
	<b>\$1,116,457.00</b>		



	Cr.	\$
By losses paid and outstanding .....	475,000.00	00
By exchanges paid and accrued .....	78,000.00	00
By commissions and accrued .....	85,000.00	00
By balance .....	481,457.00	00
	<b>\$1,114,457.00</b>	

### OLIVERS FREEHOLD MINES, LIMITED.

We are informed by Messrs. John D. Humphreys and Son, General Managers of Olivers Freehold Mines, Limited, that they have received a telegram from the mines giving the result of the September crushing as follows:—"585 tons of quartz crushed for a yield of 452 ozs. retorted gold. Mill ran 25 days."

Messrs. John D. Humphreys & Son also inform us that in a letter they have received from Mr. J. Whear Roberts, consulting engineer to Olivers Freehold Mines, Limited, dated 6th September, 1899, he writes as follows:—

Eureka Mine.—At the mine work was being carried on vigorously in the southern section on the new ore body with results which are most satisfactory and with prospects which are hopeful in the extreme as to a continuance of these results. The whole of the stuff crushed during the past month came from this southern section with exception of a few tons from below the 150 feet level north. Here it may be stated that as far as is at present known practically the whole of the ore of sufficiently good quality to pay with the existing appliances has been worked out in this northern section, but there is still a probability that we may find a continuance of these shoots below the 200 feet level. As soon as convenient we shall extend the 300 feet level north indefinitely. This will be the best prospecting work which can be done in that direction. At the same time we shall extend the 150 feet level north to connect with B Shaft.

Reverting to the southern section, you will note that the results, satisfactory as they are, as regards profit, cover a large amount of development work. Certainly the drives at 150 feet and 200 feet have been in ore all the time, but still this is work which may fairly be classed as "development." The intermediate level now ranks in the same category. When I was at the mine the Calotte Cross course which was our indicator in the levels above had just been passed through and you may judge as to the regularity of this new formation when I tell you that we calculated to an inch where we should meet with payable ore. I told Mr. Banks that on a certain afternoon we should get a telegram announcing the striking of the ore, and sure enough the message came at the anticipated hour. You will recognise the importance of the mention of these incidents when I point out that they clearly denote that at last we have found on this most erratic field a formation which presents features of regularity that enable us to indulge in anticipations with a reasonable chance of their being realised. The discovery of the large body of ore in the intermediate level gives us a large reserve to operate upon. We know that we have a shoot at least 120 feet in length to work out and you will note that Mr. Oglethorpe says that the lode is very strong under foot. This looks well for our prospects at the 300 feet level. Although the lode has pinched out in the 200 feet level we assume from what happened about 40 feet back that it will make again in a few feet. The 300 feet level south is being pushed along as fast as the machine drills will go. When the men have a little more experience in the handling of the drills this level ought to show an advance of from 25 to 30 feet per week. From the data which we have as to the occurrence of the formation in upper levels I estimate that we have about 150 feet to drive to pick up the new shoot of ore. A most remarkable change has already taken place in this drive. When we resumed work the other day the barren lode formation was over six feet in width encased in the hardest of rock. In the 20 feet it has gradually diminished until it is now a mere thread, and instead of the hard rock there is a soft slaty formation on the hanging wall side. It may happen that this will lead us on to something which we have not seen before, and if we do find something new I trust that it will be an improvement on

the lode which we had from the shaft northwards. Within six weeks at the most we ought to be in the new formation at this level and should it be found to be equal to what it is at 220 feet there will then be no question as to the Eureka being a permanent mine of considerable value. In anticipation of such a satisfactory determination, I have instructed Mr. Moore to take elevations and sections of the hill behind the Eureka winding house with a view to the removal and re-modelling of the crushing plants so as to get greater efficiency and economy in the treatment of the ore. Meanwhile arrangements are being made to equip the shaft with cages, which will save much expense in the handling of the ore, and also in wear and tear generally.

In my last I mentioned that we were likely to have some difficulties in the disposal of the sludge. The trouble has now become so acute that there is nothing for it but to immediately proceed with the construction of another embankment about 250 feet below the existing bank. I was in hopes that we could avert this expense pending consideration of the question of the redistribution of the crushing plant, but it is impossible.

### GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

The General Agents of the Great Eastern and Caledonian Gold Mining Co., Limited, Messrs. Luetgens, Einstmann & Co., have received the following report from the mines, written by Mr. Thomas Cash:—

Since my last report there is nothing fresh to mention now, only at the Caledonian mine. The drive north of old main underlie shaft has been extended a further distance of 12 feet making total length from old face 30 feet. The reef is very well defined and it is still five feet wide and carries a very good hanging wall. The stone in the face according to mortar prospects will yield about 8 dwts. of gold per ton, but it is almost impossible to judge the value of such a big reef without making a test crushing of say (200) two hundred tons. At present there is over 80 tons of stone at grass and as soon as the new cams have been put on the battery there will be sufficient stone out to make the test crushing. I have every reason to believe this mine will prove payable when it is put in working order by sinking the air shaft and driving the main levels north and south at the bottom of the new main shaft.

Bank of England Mine.—The main drive north has been extended (3) three feet, making total length from main shaft 81 feet. There are still two reefs in the face. The one on the footwall is about 18 inches wide, the one on the hanging wall 12 inches. Each reef carries about 6 dwts of gold per ton. A prospecting drive has been put in south 15 feet on a reef 18 inches wide which shows gold very freely. No. 1 back, slope north on the main reef is 45 feet long by 42 feet high. No. 2 Slope is 29 feet long by 61 feet high. As regards the reef and prospects of same, there is nothing fresh since my last report. Mr. Georg has decided to stop all work on this line of reef, as he thinks there is not sufficient capital to carry on the necessary development work. The result of the crushing from the different mines on this line of reef, namely, Bank of England, Rise and Shine, and Zulu will be known I think to-morrow. I am sorry to say judging from the amalgam taken from the battery copper plates the crushing will not yield as well as I expected it would. I fully expected an average of not less than one ounce of gold per ton from this line of reef. All the stone taken out from this line of reef from the surface to say 70 feet has yielded from one to three ounces per ton. It seems that at the depth we are now down, there is no body in the gold. Both to the eye and mortar prospects the quantity of gold is in the stone, but the quality must be very poor. I have certainly done my best to work in the interest of the shareholders; but through the poorness of gold at the present level I have been deceived. No doubt the gold is in the stone, but it will not yield like it looks and prospects.

The Battery and all machinery are running very well. There is no lost time whatever.

### RAUB.

The following is the Mine Manager's Report for the months of July and August 1899:—

#### RAUB HOLE.

At the date of my last report we were getting some phenomenally rich ore, 1,010 ounces per ton, in a small chute of stone we had cut 50 ft. down the winze below the 220 ft. level. This chute of gold bearing stone proved to be about 22 ft. across, the very rich part being about 10 ft. across; it has a slight dip North. After passing through the chute into formation only I decided to stop driving and sink the winze another 50 ft. to test it again at that depth, this will make the depth 320 ft. from the surface.

This chute, should it continue the same as in the drive higher up, although small, will turn out a lot of gold, but I hardly think it would pay to sink the main engine shaft 200 ft. to work this chute alone, and unless something more can be found I intend to take the payable ore out from the winze. The air has been very bad in this winze of late and only slow progress has been made with the sinking. The winze is down 76 ft. below the 220 ft. level and 26 ft. below the gold.

East Crosscut.—This is now in 306 ft. from the 220 ft. level in hard black slate. We have cut several leaders but none of them carry gold.

#### BUKIT HITAM.

Nothing has been done in the new engine shaft since the date of the last report.

A larger pump, 8 in. double acting steam pump, has been put in the old engine shaft, as the water was too heavy for the previous one, a 6 in. pump. We have no difficulty now in keeping the mine free of water.

As soon as we can spare the time I intend to fix an 8 in. draw lift in the new engine shaft and resume sinking to 150 feet before opening out the first permanent level to work this mine. I will have this done as soon as we finish the erection of the pumping and winding plant now being erected at No. 1 north shaft, Bukit Koman.

In the meantime I have continued the prospecting work in the present workings.

The Main Drive going North has been driven 48 feet on a large irregular lode carrying a little gold. As this drive was making a large quantity of water and increasing rapidly I decided to stop it for the present. A small crosscut was put in at the end proving the formation to be about 18 inches wide, but it is a good deal disturbed. This end is now 209 feet from the shaft.

South End.—The main drive is now in 306 feet from the shaft, the whole distance on a lode which varies from 18 inches to 30 inches in width and carries first class gold. The lode is now about 3 inches wide in the face of the drive and I estimate that it will yield 2 to 3 ounces per ton of ore. The stone is a nice kindly class of ore carrying a large quantity of mineral in the stone principally sulphide of antimony. The lode continues solid and well defined.

An air shaft, No. 2 South is now being sunk to ventilate this end, as the air is getting very bad.

An intermediate Crosscut was put in to prospect the country between the engine shaft and No. 1, air shaft. This was driven 51 feet. At 32 feet in a body of ore was cut fully 8 inches wide carrying very good gold. We are now driving North and South on this and it still continues to carry first class gold.

Taking this section all through the prospects are very good indeed. There is a large quantity of first class ore proved and I have every reason to believe this will prove to be one of the Company's most productive mines in the near future.

#### BUKIT KOMAN.

At the date of my last report we had just made an important discovery of a fresh make of the lode in a crosscut to the East of the main level. There has been a good deal of driving done on this, which continues to develop very well. Since then a much more important discovery has been made in the south end of the No. 2 level. We had been driving for nearly 300 ft. on a formation carrying a little gold occasionally, but nothing of a payable nature could be found. After the discovery of the lode in the level above I decided to crosscut East from



the bottom level, and at 22 ft. in, a strong, well defined lode was cut, carrying good gold. This I believe is the same lode as was cut in the level above.

Cutting the lode in these two level adds immensely to the value of this end of the mine and adds greatly to the reserves. It also assures a continuation of the lode in this direction, in fact it appears as if we have only to follow the lode as far as we wish.

We have now got the lode payable for over 1,240 ft. South and 830 ft. North from the Bukit Koman shaft in the No. 1 level. There is still about  $\frac{1}{2}$  of this to be worked over this level. Between the Nos. 1 and 2 levels, the lode has been proved underfoot for the whole of this great distance, and by driving for over 1,200 ft. in the lode in the No. 2 level, and by 4 winzes from the No. 1 to the No. 2 level, giving 100 ft. of backs, all ready for stoping over this immense area. All of the ore broken from these levels and winzes has been crushed and has helped to make up the average of the past 4 years' crushing. Considering how the stuff is taken, without sorting, few gold mines can show a better result. I consider this mine still in its infancy.

No. 1 South Main Engine Shaft is now connected with the No. 1 South Main Level at 1,150 ft. in, and most of the water from the South end of this level is going to the new shaft. This has relieved the pump in Bukit Koman Shaft of a lot of its water. I am continuing the crosscut from the new South shaft a considerable distance to the East to see if there are any parallel lodes in that direction. I intend shortly to resume sinking this shaft so as to connect it with No. 2 level Bukit Koman.

During the earlier part of the last crushing the ore from the principal stopes was poor owing to a break in the lode in these stopes this disturbed the formation of the lode, which was of great width, 20 ft. to 37 ft., the whole which had to be crushed as it was impossible to sort it. This made the yields in the earlier part of the crushing poor, during the last weeks the returns have been quite up to the average, as we are now well through the disturbed part of the lode.

A new Engine Shaft, No. 1 North, has been started 1,220 ft. north of Bukit Koman shaft, half way between Bukit Koman and Bukit Jelilif shafts. It is intended that eventually all of these shafts shall be joined up by levels below. The new shaft is 14 ft. by 5 ft. clear of timber and is timbered with 8 in. by 4 in. sawn merbau. It is sunk and timbered to a depth of 38 ft. when we had to stop sinking owing to water. The erection of pumping and winding machinery over this shaft is in hand when finished a start will be made to sink the shaft again. Feed-water heaters have been put in and all boilers at Bukit Koman have been re-lagged; this has effected a great saving in fire wood.

#### BUKIT JELILIS.

The East Crosscut at 150 feet has been extended to 169 feet. Two small bodies of quartz have been cut carrying a little gold, but nothing of a payable nature has yet been got. We are now driving North and South on the quartz. As soon as I am in far enough North I will rise up and break through into our old prospecting workings, and trace the gold from them.

The West Crosscut is in 92 feet. I have stopped this as it was not looking promising.

#### BATTERY.

The general clean up took place on Monday last, when 2,561 tons of ore gave a return of 1,528 ozs. 1 dwts. 0 grs. of smelted gold, being an average of 12 dwts. 12 grs. per ton of ore crushed. This is below our late average and is accounted for in a former part of this report. I have every reason to believe our next clean up will be quite up to our former average returns.

#### ELECTRIC INSTALLATION SEMPAM SECTION.

Owing to the delay in getting the balance of the pipes, work on this section has been almost at a standstill. The delay caused by not getting the balance of these pipes will considerably to the cost of the work on this section. If these pipes had been delivered to time the whole of the work on this section would have been finished long since. The balance of the pipes. I am informed have been delivered in Singapore, so no time will be lost after they are delivered here in getting them put together. All the rest of the work except fixing the generators is finished. All the posts for carrying the cables are finished and about  $\frac{1}{2}$  mile

of the cables and about  $\frac{3}{4}$  miles of telephone are finished. I expect to have all work finished on the cable line within the next six weeks.

#### NEW 40 HEAD STAMP BATTERY.

Good progress is being made with this work. All of the buildings except a few details are finished, also ore bins for the self feeders, and the foundations for the batteries are well under weigh.

The railway for bringing the ore to the mill is finished. Small reservoir, pump shaft, and water lobby connecting pump well for supply of water to the battery are about finished; in fact good all round progress is being made with the different works.

New Dam to supply the battery is finished and water going strong over the by wash. The dam is over 700 feet long by 56 feet wide at the base 16 feet from base to crest of the dam, and 10 feet wide at the top. There are over 12,000 yards of earth work in this bank. There are  $11\frac{1}{2}$  feet of water up to the two by washes, which are 56 feet wide. The dam when full is over a mile long and is built across a swamp through which runs Sungai Koman. It will contain many thousands of millions of gallons, thus ensuring a good supply of clean water for the Battery.

WM. BIBBY,  
Manager.

### THE ROYAL HONGKONG GOLF CLUB.

#### CAPTAIN'S CUP AND SILVER MEDAL FOR OCTOBER.

There was a fair average attendance on the links, and the following returns were handed in:—

CAPTAIN'S CUP.				
Mr. E. E. Deacon	101	18	84	} tie
Mr. C. Palmer	93	9	84	
Lieut. Tulloch, R.A.	110	15	85	
Mr. C. M. G. Burnie	91	4	87	
25 entries.				
POOL.				
Lieut. Tulloch, R.A.	95	15	80	} tie
Comd. Davison, R.N.	94	14	80	
Mr. C. Palmer	93	9	84	
Mr. C. M. G. Burnie	91	4	87	
18 entries.				

Above "tie" must be played off as the first round of the links and within seven days from date of "tie."

#### QUARTERLY MEETING.

Competition for the MacEwen Cup, &c., is fixed for Friday, the 6th, to Monday, the 9th inst

### HONGKONG RIFLE ASSOCIATION.

After a series of competitions extending over several months the range handicap Cup was finally won on Saturday last by Ar. Sergt. Blair with a score of 94, being only 6 points off the possible. This closes the Subscription Cup competitions, and practice for the Interport Match will now commence in earnest. There were 23 entries on Saturday. Following are the best scores.

	500	600	H'cap	Total
Ar. Sergt. Blair*	47	47	—	94
Mr. Pidgeon*	45	44	3	92
Mr. Marshall*	46	44	—	90
Sergt. Bowery, R.E.*	47	43	—	90
Corpl. Jones, R.E.*	41	43	6	90
Corpl. Hills, R.E.	45	44	—	89
C. S. Wallace, R.E.	46	37	—	83
Mr. Klinck	42	32	5	79

\* Winners of Spoons.

Mr. Henry Norman was on 30th August unanimously recommended by the committees of the local Liberal Associations as candidate for the College Division of Glasgow. There is a majority of 1,145 against the Liberals. Few candidates enter the field of politics so well equipped in work and experience as Mr. Norman. As a journalist, Radical politician, and a large debt for his services in the promotion of arbitration between this country and America. Mr. Norman is strong on the Imperial side of our politics, and his travels in China, in Siam, and in Eastern Europe make him an expert in Near and Far Eastern questions.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

### THE MACAO LIBEL CASE.

#### TO THE EDITOR OF THE "DAILY PRESS."

Sir.—With reference to the correspondence which appeared in your issue of 26th inst. anent the trial in Macao of Mr. Fernandes and Mr. A. J. Basto, the editor and the author of a paragraph in the *Echo Macaense*, about the irregularities in connection with the issue of passports by the Macao authorities to Chinese proceeding to the United States, in fairness to the editor and to Mr. Basto, who is a well known lawyer and a generally respected citizen, I may mention that public opinion in Macao is entirely in favour of the defendants and it is the opinion of the lawyers there, that there was no defamation in the paragraph in question. With a view to enlighten the public, I would crave space in your valuable paper to give a short history of the case.

As is pretty well known, the emigration of Chinese to the United States is forbidden by the treaty of 1894 between China and the United States, but the prohibition does not extend to Chinese students or merchants, provided documentary proofs are produced either from the Chinese Government or from the Government of the place where they resided.

It now transpires that during 1898, 149 Chinese obtained passports from the Macao Government for the U.S. and from January to August, 1899, no less than 379 Chinese again obtained passports under the pretext of being Chinese merchants and students residing in Macao. It may here be remarked that the passports are issued by the Colonial Secretary's office, but before they can be granted an application has to be made in each case to the Governor direct, accompanied by documents proving the identity of the applicant as merchant or student and also the fact that the applicant is a Macao resident. And no passport can be issued without the express sanction of the Governor.

The public was, however, quite ignorant of the fact that so many passports were being issued to Chinese for the United States, and it was therefore with considerable astonishment that on 12th August it became known through a Government decree in the *Official Gazette* appointing a Committee to enquire into the working of the Colonial Secretary's office, after the sudden departure to Lisbon of the Colonial Secretary, Mr. Bandeira de Lima, just the day before, the reasons given for the appointment of the Committee being that certain rumours with regard to irregularities in connection with the issue of passports had come to the knowledge of the Government. As a result of some preliminary examination, a certain individual was charged with having falsified on different occasions certain documents which enabled some Chinese to apply for the passports. The Committee examined several witnesses. Their evidence brought to light several irregularities and breeches of the law, which became known to the public at once.

The *Echo Macaense* in giving the news to its readers said that the responsibility of the Government in connection with the affair was very grave indeed, as with the issue of the passports it practically sanctioned a disguised and an illegal emigration, because it was generally known that the emigrants were neither students nor merchants but mere labourers seeking admission into the U.S., and also that they were not Macao residents.

It was this paragraph that gave rise to the libel case, the Attorney-General alleging that the paper had defamed the Governor by asserting that he knew that the emigrants were neither merchants nor students residing in Macao. The *Echo* subsequently explained that when they said it was known, &c.; they did not mean for a moment that the Governor knew, but simply that there were people who knew, &c.

At the trial this was the line of defence adopted, and Mr. Basto proved that there was no defamation against the Governor, as according to the Portuguese Penal Code there is no defamation unless there is direct imputation of some dishonourable act or deed, and the paper merely said "it was known," &c., meaning



thereby known by the public in general and not known by the Governor.

But in spite of all this defendants were fined and sentenced to heavy terms of imprisonment! The defendants have appealed to Goa against the decision of the judge and it is hoped that justice will ultimately be done.

The effect aimed at by the prosecution seems to be to gag the press so as to prevent it from exposing the legal responsibility of the Government in the affair and thus to shield it from the knowledge of the Lisbon Government, but I am afraid the efforts in this direction will be fruitless, as the Lisbon Government will be duly apprised of all the facts in connection with this very unfortunate business.

Thanking you for the insertion of this letter and enclosing my card,—I remain, yours faithfully,

X. Y. Z.

Hongkong, 29th September, 1899.

#### THE HON. F. H. MAY ON HIS REMARKS AT THE SANITARY BOARD.

TO THE EDITOR OF THE "DAILY PRESS."

Sir.—With regard to what I am reported to have said respecting the Insanitary Properties Bill at the Meeting of the Sanitary Board held on the 28th instant, I find on enquiry that there is no foundation for the report which had reached me to the effect that some influence was being brought to bear to block this Bill and that the Land Investment Co. wished to build certain houses before the Bill became law.

I have therefore to express my regret for the observations made by me.—Yours obediently,

F. H. MAY.

Hongkong, 30th September, 1899.

#### THE TRANSVAAL.

TO THE EDITOR OF THE "DAILY PRESS."

Dear Sir,—Your correspondent "Another Britisher" formulates a long list of grievances against the Uitlanders in connection with their irruption into the Transvaal. He speaks as one having knowledge. We can accept his statements and yet not feel very much sympathy for the Boers, knowing that their title to the land rests on the very same footing; they desired the land and they did not ask the Kaffirs anything about their feelings in the matter but took it. It has been the same all through the World's history from Caanan to California.

What I would like to ask him, however, is this: Has Britain always been the wrongdoer, is their nothing on the other side, is there no different ante-penultimate chapter in the history of the dealings between Briton and Boer? "Another Britisher" seems to be well posted in the matter, I am not, and it is more for the sake of information that I ask what was the state of the country preceeding its annexation by Sir Theophilus Shepstone, and what induced a majority of the people to sign a petition for the British to annex it?

The matter did not interest me much at the time but it seems now that I can remember reading of the deplorable state into which the Republic had fallen, no money even to pay officials, the whole machinery of government disorganized, and threatened attacks from the surrounding natives there led by powerful chiefs. From that state of collapse was it not England's hand saved the country, and has she not since by her actions ended the constant danger that threatened the Boer of uprisings of the natives in revenge for their brutal treatment of them?

I write very vaguely as I am not sure of my ground, but if "Another Britisher" will give some reliable information on the facts I am sure it will be appreciated by many, as most of the question is very imperfectly understood. With thanks for the favour of insertion, I am, dear sir, yours, faithfully,

L

Hongkong, 29th September, 1899.

#### BARON VON HEYKING'S EXPRESSED VIEWS ON THE SITUATION IN CHINA.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—I should like to review the late German Minister's reported utterances which

appeared, under the heading of "The Situation in China," in your issue of the 28th September. The portion which I propose to deal with runs as follows.—

"Questioned on matters of wider political significance he expressed his absolute disbelief in even the remote possibility of the partition of China among the European Powers. 'The administration in accordance with European methods of a single Chinese Province would render a veritable army of officials necessary. To mention one difficulty alone, it would be almost impossible to beat up a sufficient number of interpreters to carry on the necessary communication between the Administration and the populace.' In an interesting passage the ex-Ambassador asserts the absolute impossibility of any collision between the interests of Germany and Russia in China. 'For the present,' he says, 'Russia evidently does not cherish the intention of acquiring any further territorial possessions of no use. It must further be held in mind that immense distances divide the Russian spheres of influence from the district of German operations in Kiaochao. Moreover, Germany has no object in seeking further expansion. German commercial interests, like those of all other trading nations, gravitate towards the Yangtze Kiang, which, as the greatest waterway of China, naturally constitutes the centre of attraction for trade in the Empire. I have observed, therefore, with no small pleasure, that the North German Lloyd Company has recently decided to establish its own steamship connection between Shanghai and Hankow. It is a measure calculated to promote in the highest degree the interests of German trade.'"

The latter portion of the quotation of the Baron's views is sensible enough, namely, that the establishment of a great German steamer line on the Yangtze will lead eminently to the promotion of German trade in that region. It will, however, tend likewise towards the complication of the political situation in that sphere, and that does not mean the promotion of peace and good order. We now have Britain, France, Germany, Russia, and Japan, each striving to establish large vested interests in the Yangtze Basin, which ought properly, if Britain had a backbone in her political policy as regards China, to be a British Protectorate. When she, however, meekly submitted to a Russian railway from Peking to Hankow she prepared the way for the entry of all the Powers named above. Doubtless they would, with the exception of France, unite to resist the Russian conquest of that region, but their own interests in that case would be so conflicting that it is doubtful whether in trying to overreach each other that combination would not fall through. Without a question there is a nice Irish stew in process of formation in the Yangtze Valley, and all the result of British political incompetence.

Turning to that portion of the Baron's views which treat of the regions to the north of the Yangtze Valley we find him hopelessly out of his depth. He says that Russia has no intention of acquiring any further territorial possessions of note. Does the Baron really believe this? If so, while not wishing to be impolite, we may consider him more or less of a simpleton. Why on earth, then, is Russia pouring out her troops to the Far East by tens of thousands? Why is it that she has her soldiers at Hankow pulling up British fences? Why is she adding battleship after battleship and cruiser after cruiser to her fleets in these waters? Why is she using every endeavour to get into railway communication with Peking by several different routes? Why did she propose to the British Government to make the Yellow River the boundary of their mutual spheres, or, in other words, to divide China between them? The Baron says that immense distances divide the Russian spheres of influence from the district of German operations in Kiaochao. Well, I was under the impression that the Yellow River passed through Shantung, but perhaps I am wrong.

If the worthy Baron really represents Germany's policy in China, which, by the way, I for one do not believe he does, Germany will certainly in the long run be squeezed out by the collision of British and Russian interests as each is advanced towards the Yellow River. Russia is the only Power who shows clearly what she wants and what she means to have if she can get it, and

Britain in resisting her advance must push up to the Yellow River. If Britain has to alone bear the burden of this holding back of Russia, Germany may expect scant ceremony from her in giving her the final shove over the Shantung Peninsula. I do not think this will be the outcome of events now formulating in Eastern Asia, but that Britain and Germany will be found standing shoulder to shoulder in resisting the Russian advance.

In speaking of the administration of spheres of influence in China the Baron scouts the idea on the ground that a veritable army of officials will be required to administer them and that sufficient interpreters could not possibly be found to attend on this swarm of red tapeists. It will evidently never do to send the Baron out to inaugurate the administration. He seems to have ideas of the necessity of administering on lines followed in Germany, where if a German invites a friend to spend a few days with him, or a friend arrives on a visit of more than twenty-four hours, he has immediately to rush off to the police station to report the matter or, it neglecting to do so, render himself and his friend liable to be locked up. This is only giving one example of how matters are administered in Germany. Such methods would never do for China. Since Henry will have to send a few German officials to India to learn there how Britain administers vast tracts of territory and hundreds of millions of people with a handful of officials, in the same way that he sent German officers to Weihaiwei to learn how to raise and drill Chinese troops. They can, too, go over to the New Territory belonging to this colony and see the incipient administration of British China, which means to let the people rule themselves, only holding the village elders responsible for order and levying a fine on villages that commit grave irregularities in their area of country, such as pulling down telegraph wires, etc.

Perhaps the worthy Baron has Irish blood in his veins and may be deputed on to develop surprising inconsistencies. If so I take back all I have said, for I have an immense admiration for the Irish character taken as a whole, while very much tickled with its peculiarities and vagaries. Taking this view the Baron may yet make an able administrator for Germany's new sphere in China. To give an illustration of Irish inconsistency as exhibited in regard to the China Question. Lord Beresford came out here and vigorously advocated the integrity of China, gave what he considered excellent reasons for that and for maintaining the Open Door, which, according to him, could only be kept open by maintaining China's integrity; he went home and declared publicly that China was not in the least likely to disintegrate, that she had plenty of vitality, etc.; then he wrote a book and called it, of course, "The Integrity of China," or "The Open Door," or some other suitable title one would naturally conclude. Not much. His book now circulates under the title of the "Break-up of China" and doubtless the facile Lord will in due course be found vigorously attacking the home Government for not occupying Peking before Russia or Germany get established there.

If a handful of British merchants with a few of their own troops conquered and administered India, another Company took over and administered Nigeria, another, British East Africa, another, British South Africa, and another British North Borneo, it is not beyond the resources of Germany to take over and administer the Yellow River Valley or of Great Britain to hold the Yangtze Valley.

OLD CHINA HAND.

Hongkong, 1st October, 1899.

#### THE PLAGUE IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Out of the 1,400 fatal cases of plague that have occurred this year in Hongkong in no less than 700 of these cases the dead bodies of the unfortunate deceased have been found lying in the streets, having been removed from the houses in which they dwell. As the streets are patrolled at night by police it seems strange that no persons have been taken up by the police for this offence.—Yours,

DEAD BODIES IN THE STREET.

Hongkong, 22nd October, 1899.



## THE "HOUSING OF THE PEOPLE" QUESTION IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—I shall be glad if the following remarks can be placed in your column. The question of the "Housing of the People" is of great importance and all contributions to the question are more or less valuable.

1st.—*The Royal Naval Dockyard.*—Owing to the extension of the Dockyard in the heart of a crowded city many of the working class population have been turned out of their houses, notably those in Fletcher Street. The Admiralty should be called upon to provide housing for their workmen to replace the dwellings taken over. And houses are specially needed for the European foremen and their families employed in the R.N. Dockyard. Mr. Gillies has housed his European staff at the Kowloon Docks: the Admiralty should follow suit. The Admiralty are no doubt aware that no house property in London can be taken down for any purpose without the provision of suitable buildings to house the displaced people.

2.—*The Cotton Mill at East Point.*—When the whole of the spindles are at work in this important mill many Chinese work people will have to find accommodation close to their work. This will lead to overcrowding in Wanchai, and the question arises, how far the proprietors of the mill should take steps towards the housing of their work people. The crowding in of the people will raise the rents, the higher rents will demand higher wages, in the end the housing of the working folk affects the total cost of running the mill. Why not build workmen's quarters?

3.—*The Kowloon Dock Company.*—This Company does more towards the housing of its Chinese operatives than any civil organization in Hongkong, and the experience gained by Mr. Osborne and his able assistant Captain Brown must be of much advantage in any future question of the housing of the people.

5.—*The Sanitary Staff.*—The question of providing house room for the Sanitary Inspectors and also for the Chinese working staff is rapidly coming to the front. It is essential that these officials be given house-room, or a constant rise in wages will be necessary to secure good men. Rent is eating up all profits in Hongkong.

6.—*The Kowloon Dock Company.*—This well-to-do company houses its European staff. It would repay all expenditure if accommodation was also provided for the Chinese workers. If not as rents rise in Kowloon—as they certainly must—the increased wages of the workers will be confiscated to swell the unearned increment of some landlord living in England and taking no heed whatever of the duties of landlords.

7.—*Municipal Lodging Houses.*—This question, well to the front in England, and daily being recognized as a duty, will also need to be considered in Hongkong. These places pay their way and are really an investment.

8.—*Rent Courts.*—Looming in the distance, and certain to come within the range of practical politics, is the formation of a Rent Court presided over by the Puisne Judge with two assessors and with right of appeal to the Chief Justice. This court can on application by the tenant be asked to fix a fair rent, which the court, after hearing counsel, will have to do. It is hopeless to attempt to deal fully with overcrowding while the main cause of overcrowding, viz., high rent, remains undealt with.

9.—*Exorbitant Brothel Rents.*—A tacit agreement that all brothels are to be kept as far as possible to the Kennedytown end of the town will also greatly lower rents. There is no investment in Hongkong so good as a really good house of ill fame, and none that tends more in the end towards overcrowding. The Yoshiwara system of Japanese towns, which turns the *demi monde* into a suburb of the city, has much to say for it. In this city no brothel should be allowed east of the Sailors' Home.—Yours.

HOUSING OF THE PEOPLE.

Hongkong, 2nd October, 1899.

We hear that the Governor's residence at the Peak (Mountain Lodge) is to be an exceptionally handsome house. Messrs. Palmer and Turner are the architects.

## THE SHANTUNG RAILWAY.

PRINCE HENRY CUTS THE FIRST SOD.

We translate the following from the *Ostasiatische Lloyd*:—

H.R.H. Prince Henry of Prussia, who has been staying at the newly opened Prinz Heinrich Hotel at Tsintau, on the 23rd September paid a visit to the town of Kiaochau. To Tapotau the journey was made in a steam-launch. Here he was received by Mr. Hildebrand, the chief engineer of the railway, and the journey to Kiaochau was completed on horseback. In attendance upon the Prince were Rear-Admiral Fritze, Staff Surgeon Lerche, Personliche Adjutant Captain von Witzleben, Captain-Lieutenants Hintze and von Trotha, and the Secretary J. Wilda. Upon the arrival of the cavalcade at the gate of Kiaochau at half-past twelve, His Royal Highness was welcomed in specially friendly style by the Magistrate of the town. After a short rest at Mr. Hildebrand's house the Prince and his suite went to the site selected for the railway station, some ten minutes' journey outside the north wall. Here were assembled the officials of the Railway Administration and the principal Chinese officials in a marquee which had been erected by the Magistrate. Mr. Hildebrand made a short speech in which he referred to the great gratification the Railway Company derived from the warm interest His Royal Highness took in the work, which was the first great German undertaking of the kind in the East, and requested the Prince to turn the first sod.

As he took the spade the Prince said—To this work which human skill has designed and which industrious hands will carry out may God give his blessing. May this work redound to the honour of the German empire, may it spread German culture and German interests, may it promote good relations between the German and the Chinese empires. These are my wishes which these sods attend.

Thereupon the Prince cut three sods, the first of which he threw in the direction of Weishien, the second towards the sea at Tapatur, and the third in the direction of Tsintau, the German fulcrum. From Kiaochau work will be prosecuted in these three directions simultaneously.

The Prince's suite followed suit, every member turning three sods, and then came the civil and military mandarins and lastly the railway officials. The Prince then returned to Mr. Hildebrand's house, where luncheon was served, the Chinese officials also being present. Mr. Hildebrand proposed three cheers for His Majesty the Kaiser.

## RUSSIAN AND FRENCH DESIGNS IN SIAM.

RUSSIA WANTS A COALING STATION.

FRANCE LOOKS A SKANCE.

We translate the following from the *Courrier d'Haiphong*:—

We have already published two articles on Siamese affairs by our collaborator Ch. Lemire, who has made a speciality of these interesting questions. M. Lemire has treated, as he understood it and according to the information he had at hand, the assistance rendered to France in Siam by our ally Russia.

Has that assistance been as disinterested as has been fondly supposed? We have often asked ourselves this question, but in the absence of precise information have been unable to answer it. To clear up this point of Indo-Chinese politics we have consulted one of our friends who occupies a prominent position in the diplomatic world of the Far East. We must be allowed to keep his name private, but we can vouch for his being well placed to obtain exact information. This is the letter he has addressed to us:—

"Monsieur le Directeur—You are right in strongly recommending that the Siamese question should not be allowed to drop out of sight as in 1893 and again in 1896. You know, no doubt, that the Doumer mission was arranged by the Russian Consul-General in Siam in concert with the Siamese Government. You are also acquainted, I hope, with the object of the

Russian representative. This object, now generally known, is to obtain a naval base in the Gulf of Siam, as a coaling station when the Trans-Siberian Railway is completed. The Russian Consul-General cares little for the interests of France. He is in Siam for the purpose of getting a port, and he is trying to obtain it by making use of the influence of the French Republic. To please the Siamese and for the object stated the Russian representative was very willing to play the role of intermediary between the two negotiating parties France and Siam. The prestige of France in the valley of the Menam is not his principal concern.

"Our Authorities have lacked insight in this matter. The Governor-General and the Quai d'Orsay appear to me to have been once more jockeyed by Chulalongkorn regarding that portion of Siam which is within the sphere of French influence and the natural complement of Indo-China. Mr. Doumer went to Siam under the auspices—I had almost said the tutelage—of the Russian Consul-General. No one told him exactly what was to be done, hence his insistence upon making a treaty that would have been disastrous to France. This new treaty between Siam and France, if it had been accepted on the basis already published, would have given great satisfaction to the Siamese, for it would have put an end to French influence in a very short time, to the profit of England. All the Annamites, Laotians, and Cambodians to whom, France promised protection under the treaty of 1893 would have been immediately incorporated in the Siamese army and navy, and it would not have been long before the English Protectorate was established. For you now know the true bearing of the engagements into which the Government of King Chulalongkorn has entered. The treaty made Russia would have had her coaling station. What a fine stroke!

It is necessary to enlighten public opinion on this Siamese question. It must not be forgotten that Russia is in Siam for her own interest that she desires above everything a port, coaling station in the Gulf of Siam and, and that instead of assisting us she makes use of us to accomplish her own ends.

"That in my opinion is one of the interesting aspects of the Siamese question. It is necessary, as they say, to keep one's weather eye open and not to forget that the secret agreement recently signed between Russia and Siam—which is independent of the published treaty—was not made for the gratification of our country nor with the object of extending French influence in the Valley of the Menam."

Our correspondent in this interesting communication has, it seems to us, lifted one of the veils which obscure the Siamese question, so complicated and difficult for the uninformed. We hope that his warning will be noted and taken heed of in high places.

## LAUNCH OF A NEW YANGTSE STEAMER AT SHANGHAI.

THE VESSEL REFUSES TO MOVE AT THE FIRST TRIAL.

Shanghai, 22nd September.

Quite a number of ladies and gentlemen assembled yesterday afternoon on board of the tug *Samson* which was provided by Messrs. S. C. Farnham and Co. to convey visitors to the launching of Messrs. Arnhold, Karberg and Company's steamer *Suitai* from their Cosmopolitan Dock. The party left the Bund at half-past two and arrived at the yard shortly before 3 o'clock where a large number of people, including the Captain and officers of the German cruiser *Gefion* were already gathered. Madame Knappe, the wife of Dr. W. Knappe, Acting Consul-General for Germany, was immediately escorted up the platform, followed by a few of the leading German citizens and their wives, to perform the christening, and with bottle in hand she awaited the sliding of the *Suitai* into the Huangpu. Below, the men under the superintendence of the dock carpenter were busy knocking away the chocks, and when the vessel should have slid not a movement was noticeable. This being an ordinary occurrence no comment was passed. Screw jacks were quickly applied to the ways to create the



necessary momentum but the vessel still remained firmly planted. The services of the *Samson* were next requisitioned and a steel hawser was secured from her to the windlass end forward; several pulls were made without success and finally the wire parted. A powerful jack was then put under the vessel's forefoot but although a heavy lifting strain was brought to bear the cradle refused to move over the greased ways. It appears owing to the heavy rains and exceptionally high tides the ground had softened and allowed the port way to settle two inches amidships. A remarkable feature about the affair is that at 1 o'clock yesterday afternoon when the ways were examined preliminary to the launching they were found to be in excellent order and as the gradient was the same angle as has been set on previous similar launches a hitch of any kind was undreamt of. At 4.20, the tide no longer serving, the attempt was abandoned and the officials of the Dock Company invited their guests to a shed where refreshments were liberally supplied. The U. S. S. *Monocacy* being ready for floating Mr. Twentyman ordered the opening of the caisson sluices and the spectators amused themselves for a while watching the flooding of the Company's magnificent dock. Tracks were then made for the *Samson* and the visitors returned to the Bund shortly before five o'clock. Fortunately the weather was superb, exhilarating to a degree, and this made the trip, notwithstanding the disappointment of not seeing the vessel launched, a pleasant and enjoyable excursion. The employees at once set about raising the ways and this afternoon a second attempt will be made which will no doubt be successful.

23rd September

At half-past two yesterday afternoon the tug *Samson* left the P. & O. jetty a second time with the party invited by Mr. Arnhold, senior partner of the well-known firm of Arnhold, Karberg & Co., to witness the launching from the Cosmopolitan Dock of the *Suitai*, the first steamer for the Shanghai-Hankow trade under the German flag. Since the previous attempt everything that could be done to make the launching a success had been accomplished by the builders, Messrs. S. C. Farnham & Co.; the ways were straightened and and hydraulic jacks were substituted for the ordinary screw jacks. At three o'clock the *Samson* arrived at the Company's yard and all being in readiness the party immediately ascended the platform. The christening was performed by Madame Knappe, the wife of Dr. W. Knappe, Acting Consul-General for Germany. To make the affair doubly sure the *Samson* took hold of the stout wire hawser which was fast to her and towed, but, unfortunately, the wire, for want of elasticity, again parted; however, a few strokes on the hydraulic ram and vessel almost imperceptibly gained momentum. A moment afterwards Madame Knappe gracefully dashed the suspended bottle of champagne against the vessel's bows and with the following words named her:—

"Fahre hin deine Bahn durch Sturm wie Sonnenschein stark und tüchtig. Ehre des Vaterlands. Segen des Handels. Ruhm deutscher Kraft, und deutschen Fleisches sei dein Panier."

"Ich taufe Dich auf den Namen *Sui-tai*."

The vessel, which is to be a modern type of the *Teh-hsing*, slid down the ways without a hitch and in a few minutes the *Samson* had hold of her and towed her to the Company's wharf for completion. The party were then invited by the builders to the refreshment table, where Mr. Twentyman in a few well-chosen words thanked the ladies for their presence and apologised for having made a second journey necessary. He then presented Madame Knappe with a beautiful bouquet and proposed over a bumper the success of the *Suitai* and her worthy owners. Mr. P. Arnhold responded, tendering thanks to the ladies and gentlemen present for assisting at the launching of the vessel, and concluded by drinking success to Mr. Twentyman and the Old Dock and thanking the former for his kind expressions. The party then boarded the *Samson* and arrived at the Bund shortly after four o'clock.

In connection with the launch yesterday afternoon an accident occurred to Mr. J. A. Jackson, proprietor of the Mercantile and Family Hotel. It appears he, with a friend was standing on the gangway of the half-finished vessel alongside, when the wire at which

the *Samson* was pulling carried away one of the ends whipping round the unfortunate gentleman's right leg caused a severe compound fracture. Mr. Jackson was immediately carried to a steam-launch and conveyed to the Nanking Road jetty whence he was carried home.—*N. C. Daily News*.

### THE PLAGUE IN THE NORTH AND SHANGHAI TRANSHIPMENT TRALE.

The thanks of the entire community are due to M. Rocher, Commissioner of Customs, for his unremitting and intelligent efforts to keep the plague from getting a foothold in Shanghai. But it is inevitable in the imposition of the necessary restrictions devised for the general welfare, that these measures should occasionally hit hard individual interests. In such a grave matter, however, individual interests must go under. A case in point has been exercising the Customs for some days past but is now disposed of. A China Merchants' steamer brought down a large cargo of goat-skins from Newchwang for a well known British firm and the Customs authorities very properly refused to allow them to be landed, well knowing what admirable media of infection such skins were. Of course there were protests and what not by the firm in question, but the Commissioner manfully held out, and we are glad to know that the dangerous cargo has been shipped back to the plague infested port whence it came. We believe the bean-cake trade of Newchwang will this year suffer severely from similar suspicions on the part of the Japanese authorities as to its pest germ carrying properties the major part of that trade being with Japan.—*China Gazette*.

### JAPAN'S DEMANDS FOR THE AMOY RIOT.

The local mandarins have been informed that the Japanese demands on account of the riot at Amoy have been formulated under five headings:—(1) That the Japanese Settlement at Amoy shall not be less than 50,000 *taubo*; (2) that the Government shall guarantee to the Japanese the perpetual enjoyment of the Settlement and give the necessary protection to it; (3) that the Amoy officials shall heavily punish a dozen or fifteen of the ringleaders of the recent riot as an example to others; (4) that Tls. 5,000 shall be given as indemnity for injuries received by Japanese officials and subjects during the riot and for the expenses incurred in the sending of the Japanese cruiser *Taukushi* to Amoy; and (5) that the Japanese shall hereafter have sole control and power over all property and land within the new Settlement.—*N. C. Daily News*.

### THE EMPEROR KWANG SU AGAIN TO THE FRONT.

It is stated in reliable quarters in Peking, according to our native correspondent, that, having felt the pulse of the nation and of the majority of the high officials of Chinese descent, and gathered that any attempt at deposition of H.M. Kwang Su would be met by very determined opposition and precipitate a dangerous civil war, the politic and shrewd Empress Dowager has shown more consideration to the Emperor, giving him more freedom to speak on State affairs with the officials during the usual audiences, and even on several occasions encouraging the Emperor to speak to the Grand Councillors when he seemed inclined to keep the usual silence and indifference scrupulously observed by him ever since the *coup d'état* a year ago. This seems, to be confirmed by a telegram received here by a local mandarin from Peking congratulating all friends, of the Emperor that, when the Empress Dowager went to the temple of the Most High on the 22nd to pray for rain the Emperor went also and kowtowed in the same place and at the same time with his aunt, thus performing for the first time since the end of September 1898 one of the fundamental functions of an Emperor of China namely praying to Heaven on behalf of his people.—*N. C. Daily News*

### THE RECENT CHINESE MISSION TO JAPAN.

#### THE EMISSARIES IN AN UNCOMFORTABLE POSITION.

The *N. C. Daily News* publishes the following telegram from its correspondent dated Peking, 26th September:—

The Empress Dowager showed a little temper recently in the Grand Council when asking Prince Ching, the patron and sponsor of Liu and Ch'ing, the secret emissaries to Tokio, what had become of them and why she had received no personal report from them upon their return to China. Prince Ching was unable to give a satisfactory reply and so a secret decree has been sent Viceroy Liu of Nanking to expedite the two envoys' departure from Shanghai for Peking, on pain of the Empress Dowager's high displeasure. There has, of late, been a truce between the Censors of Prince Ching and Jung Lu's parties. The latter seem to be waiting for the two envoys' arrival at Peking before resuming the strife. Jung Lu stands alone now, with scarcely a Manchu of influence on his side, and considers the envoys a powerful weapon of offence against his rival.

The following editorial note is appended by our contemporary:—It is understood here that the Empress Dowager's envoys to Japan, Liu and Ching, would have gone up to Peking to deliver their report some time ago had they been able to perform all that was required of them. Just prior to their journey to Tokio no less than 27 memorials were presented to the Throne denouncing them as unfit to represent China in Japan, and this made the two men hesitate to accept the mission, and they told Prince Ching the reason. The Prince however, instilled courage into them by, saying that, so long as they performed their mission satisfactorily he would "guarantee protection to them were there a hundred memorialists against them." The Prince also promised that, if successful, he would "undertake to help them to revenge themselves on every one of their enemies, no matter who they might be." These words have now gradually leaked out from Prince Ching's household, causing the two envoys to be almost universally execrated. Unluckily for them their success at Tokio was a doubtful quantity, and, apprehending an unpleasant reception at Peking, they have delayed their journey North from Shanghai, where they have been staying ever since their return from Japan three weeks ago, in the hopes of travelling under the ægis of Mr. Chinda, the Japanese Consul-General here, who chaperoned them to Tokio. This gentleman it seems is not ready to go to Peking as yet, while the envoys must now go to Peking *volens volens*.

### OUTRAGE ON AN ENGLISHMAN IN SZECHUEN.

#### LEFT FOR DEAD IN THE FIELDS.

Chungking, 18th September.

On the 6th inst. while Mr. Warburton Davidson, of the Friends' Mission, was on a missionary journey in the Yangting-hsien district, 7 days north of this city, he was the victim of a brutal attack which nearly cost him his life. He had gone into a temple in the market town of U-long-tsin where he was preaching and selling books, when the crowd hustled him and beat his native assistant. He then left the temple and went to an inn for refuge, where he was followed by a hooting crowd who threatened to pull down the house. Two elders of the town then advised him to leave, as they said they could not protect him. This he did, but being badly pelted with stones and having got beyond the town, he took to his heels. Being unable to find a path he returned to the same town and was met by a hostile crowd of men, women, and children, armed with sticks, and other more dangerous weapons, who set upon and beat him. He was overpowered and left for dead in a paddy field, with eyes, mouth, and ears full of mud. His worst wound was evidently a sword cut on the back of the head. He managed, on regaining consciousness, to crawl out of the paddy field and get to a boat, but the boatmen would not take him on board, but later a boat was found



which conveyed him to the Mission station at Sae-hung-baien from which place he was brought to this city by his colleague Mr. Mason. He is now, we are glad to say, on the fair way towards recovery, but his nerves have got a very serious shock. The British Consul, Mr. M. F. A. Fraser, has taken the matter up and will send two foreigners to Tong Chuan-fu, commissioned to have those who are to blame for the outrage punished.—*China Gazette* correspondent.

#### OPENING OF THE FIRST KOREAN RAILWAY.

Korea, September 18th.

On Monday, September 18th, occurred the formal opening of the Kyeng-in Railroad, under which designation the Seoul-Chemulpo Railway is known. The track having been laid as far as No-dol, within five miles of Seoul, the company determined to gratify an impatient public and open the road on the above date. The day proved a very pleasant one, and at Chemulpo, from which point the first train started, the depot and its various buildings were prettily decorated. At 7 a.m. the first train drawn by Engine 4 pulled out of the depot. It consisted of three first and second-class cars and four third-class cars, and was decorated with bunting and evergreens. Aboard were a number of passengers, Korean and Japanese, and a few of the company's invited guests from Chemulpo. Two stops were made at stations inside the limits of Chemulpo, the Sualij (Sari-chai), in the heart of the Korean town, and the second at Soppl-kokai (Bull's Horn) the foreign suburbs of the port. This gives three stations for Chemulpo and will prove a great convenience to the inhabitants of the town.

The first station out from Chemulpo is Poopyong, the name of a rich prefecture. To reach this, the road runs round the head of a tidal "set-back" from the Han, and through the Wontidefile, the most difficult piece of engineering on the road. As yet the Poopyong station is an isolated house far from any human habitation. Three more stations were passed—Soshapple; Oricole, fifteen miles from Chemulpo and No-dol, the present Seoul terminus of the road. A short distance from here is the Han Bridge, over half a mile long, on which the road crosses to the Seoul side of the river. This bridge is a large undertaking and will delay the completion of the road until next June. At present passengers are carried on hand cars over a temporary track to Yongsan, from which they proceed to Seoul by various conveyances, such as chairs, jinrikshas, or bicycles. This will prove a little inconvenient for the Seoul people, but will be remedied as rapidly as possible, so it is promised. The total length of the line when completed will be 26½ miles.

We made the run from Chemulpo to No-dol in one hour and forty minutes, and found more decorations and the contingent of Seoul guests awaiting our arrival. The train being in charge of Mr. Hidachi, the Superintending Engineer of the road, waited for half an hour for the guests to arrive. Two hundred invitations had been issued, and it was expected most of the guests would be present. We noted the Japanese Minister, Mr. Hayashi, and several members of his staff, also many prominent Koreans, including the Ministers for Foreign Affairs and for Commerce, but we looked in vain for the several Foreign Ministers and members of the general foreign community. They were late; in fact, too late to catch the first train ever to run in Korea; and so after loading up with such guests as were present the train started on the return journey. This little miscarriage was keenly felt by all. To have to leave most of the invited foreign guests and return to Chemulpo without them was a great disappointment, but it certainly was an object lesson that guarantees a prompt railroad service in the future.

The real ceremonies of opening occurred at Chemulpo. One of the car shops had been fitted up as a banquetting hall, and the guests gathered about long tables laden with eatables. Mr. Hayashi first proposed the health of His Majesty the Emperor of Korea, after which in a felicitous little speech in faultless Japanese and English, he congratulated all concerned, the Americans to whose enterprise the road owed its origin: the Japanese under whose administration it has been completed; and the Imperial

Government of Korea, who have accorded it enlightened and liberal encouragement. Mr. Hayashi was followed by Pak Chei-soon, the Korean Minister, who had nothing to say and said it very well. This really terminated the ceremony.

This first railroad built in the land of Korea owes its origin to the enterprise of Mr. Morse, of the American Trading Company. It was sold by him to the Japanese and is now in their control. It has been three years in building and is just now reaching completion. It is of standard American gauge, with a gradient of .01. For its completion Yen 1,800,000 has been appropriated by the Japanese Government. It is built of American materials, and the passenger coaches are ordinary American cars adopted to first, second third-class passengers. The fares charged travellers of the three classes are respectively Yen 1.24, 0.66; 0.33; this for passage from Chemulpo to the terminus at No-dol. For the present there will be two trains each way daily.

Railroading is thus fairly inaugurated in Korea. For this and every other kindred enterprise the foreigners have only kindly feelings. Aside from the personal benefit derived, it is evident to every one that only by object lessons on their own soil can the Koreans be brought to know the meaning and utility of the materials of civilized life. This railroad will help them to wake up. It will take them a long time to comprehend what it means, but they will come to it. The Koreans aboard who thus were having their first ride hardly knew whether to be surprised or not. They smoked, chatted looked out of the windows, and said nothing. But to-night in many a Korean *sarung* there will be comments passed, of which we cannot even dream. But probably the two things over which the greatest discussions will prevail will be the deafening rumble of the train and the vile odour of coal smoke:—*Nagasaki Press* correspondent.

#### THE SEOUL ELECTRIC RAILWAY.

The following items are from the Seoul Independent of the 14th September:—

On His Majesty's birthday, the 30th of last month, the Electric Railway broke all records by carrying 4,218 passengers, the greater number of whom went to the Imperial Tomb, outside the East Gate. Several buildings have been put up close to the Tomb Terminus of the road, and the enterprising owners are doing a thriving business, serving refreshments to the crowds of sight-seers who fill the cars daily on a trip to the country.

Dame Rumour says that a public park is to be opened shortly, near the Tomb of the late Empress, flower-beds and landscape gardening to be laid out on an extensive scale, and pavilions, benches, and tables to be set up for the use of the pleasure-seekers. Who says the Koreans are not waking up? An Electric Railway, with a pleasure resort at its terminus, is not so far from the civilised idea of amusement.

The management of the trolley line has arranged for special cars for parties to be run at the option of the passengers, and one can now indulge in a ride without being compelled to hang on to the steps of an overcrowded car. For the convenience of those who travel to and fro daily on the cars, special 50 ride tickets have been issued, entitling the holder to 50 first-class rides in either direction between the East and West Gates of the city.

On His Majesty's birthday the trolley cars were run during the evening, and the brilliancy of the electric lights caused much wonderment amongst the people. We have a trolley line; why shouldn't we have electric lights?

During the celebration of the Emperor's birthday, last week, a procession of the Peddler's Guild, with banners and music, passing by Chongno, came to one of the trolley cars standing at the Chongno switch. A halt was made, the banners were crossed in front of the car, which the Peddlers surrounded, shouting many a *mansai* to the trolley car, and a goodly number shook hands with the American motor-man in charge. And all this friendly demonstration took place at the exact spot where the mob burned a trolley car only three months ago. Railroads and civilisation surely go hand in hand.

#### THE "ARGYLL" FLOATED.

Kobe, 20th September.

The *Argyll*, which has been stranded on the beach at Ono since August 15th, was refloated yesterday afternoon. The *Hermione*, which had been successful in moving the stranded vessel the day before, was assisted by a Japanese dredger, and at 5.30, after thirty minutes' tugging, the *Argyll* was dragged off. Three Japanese steamers stood by, but their assistance was not required. The *Argyll* is now laying by the *Hermione*, and will probably have to be docked.—*Kobe Chronicle*.

#### JAPANESE BUDDHIST MISSIONS IN THE STRAITS.

There is at present in Singapore a Japanese Gentleman—the Rev S. Sasaki—who contemplates the conversion of Singapore to Japanese Buddhism. A temple has been fitted up at 377, Victoria Street, where the Rev. S. Sasaki lives, called the "Hongwanji," and here the doctrine will be preached and works of a benevolent and educational character set on foot. Japanese Buddhism is to be propagated not in Singapore alone, but in Penang, Deli, Achén, and Padang. Batavia and Macassar, Sandakan and Kudat, Malacca and Kuala Lumpur. The head quarters of the movement are at Kyoto, in Japan, and it is intended that there shall be always more than two Japanese missionaries staying at the "Hongwanji"—*Straits Times*.

#### PROGRESS IN SIAM.

BIRTHDAY SPEECH BY THE KING.

Replying to the congratulations of the Princes, Nobles, and Officials, on the occasion of the forty-sixth anniversary of his birthday (21st September), the King of Siam spoke as follows:—

It is with sincere pleasure We see you all assemble here on the auspicious and happy occasion of Our Birthday, and to have heard your good wishes for Our Person. We thank you all.

We are pleased to notice that since last year, the measures which have been undertaken by Our Government for the benefit of Our Kingdom and in which you had given us proofs of your loyal co-operation, are faithfully carried out.

We have seen with approbation the reforms carried out in the system of local administration whereby supervision and control have been defined and regulated in village districts during last year and are now extended to townships.

New and better prisons in the interior have been erected in place of the old ones for the safe-keeping of the inmates and at the same time to alleviate their conditions; uniform rules and regulations have been adopted in them in accordance with our law.

The Force of the Gendarmerie has been enlarged and extended in four Circles. Its scheme of organization can now be looked upon as effective.

We approve of the general meeting of all the Royal Commissioners from the Provinces at Bangkok at a fixed date in the month of September of each year for the purpose of submitting their annual reports of the preceding year and to discuss their budgets for the following year, as well as all new and necessary measures to be made in their respective districts. These reports will be published for the information of the public.

The administrative reform of the Courts of Justice, which had been deemed necessary in every Province, has been successfully begun to be carried out to Our great satisfaction, and progress has been made as far as the North-Western Circle.

As regards the education and the qualification of barristers, whose service and assistance Our Courts of Justice are much in need of, We are now able to see Our way to their incorporation.

It is satisfactory to see the repairs made of the telegraph lines and that additional wires are laid; as also that new lines are being made in the different parts of Our Kingdom as well as those to be connected with foreign countries.

We are glad to see moreover, that the postal service has been progressively extended in the interior and that also along the sea coast.



regular service has been established whereby trade and commerce will be stimulated.

Public works in the Provinces have much improved, new roads, canals and bridges have been added to those of existing ones.

The Nagararajasema Railway has been opened for the use of the public as far as Pak-djong from Kengkoi; We have every hope of seeing the whole line completed and opened up to the town of Nagararajasema next year.

The line of this Railway from Saraburee to Lopburee which will be the main line to the North, has been commenced and its earth-work nearly completed to that town, but it will be necessary to re-survey the Northern line this dry season before continuing the construction farther than this town.

The Petchaburee Railway line has been surveyed from Bangkok to Rajburee and its construction will now be commenced.

The Railway Police and that of the suburbs of Bangkok have now been uniformly organized.

In the district of Thoong Luang, where irrigation has been in great progress and lands available to agriculture, it has been considered necessary to order in establish better control and order, to organize a township this year.

We have great satisfaction in being able to state that the preventive measures, We have taken against the epidemic of bubonic plague that ravaged fatally in some of our neighbouring countries, have been successful. We trust that this epidemic will not appear in this Kingdom.

The Sanitary Department which was lately organized, has carried out useful and beneficial work in making roads and drains to keep the city clean and healthy. These works of the Department are only the commencement of a progressive scheme to improve public sanitation.

By the organization of the Local and Provincial Offices to collect inland taxes by Government Officers, and abolishing the old system of farming out as hitherto, the revenue has been greatly increased and the people have been thereby much relieved of oppressive inconveniences.

With a view to the gradual abolition of gambling houses, they have been further reduced in the whole country, and now one third of the whole number no longer exist.

The introduction of the system of money orders in the interior has given satisfaction, and it will be extended as far as possible.

Into order to control and give security to landed property, the want of which have been the causes of many disputes and conflicts and from which, thus only a part of the revenue could be collected, it has been thought advisable that the allotments be made and title deeds issued to their proprietors as legal proofs of ownership. We have therefore re-established the Ministry of Agriculture to meet this purpose.

Our intention of opening forests other than teak-forests have been carried out, and many leases have already been given to work them.

In our religion we have been blessed with joy and happiness throughout Our Kingdom this year by the finding in one of the pagodas in the Buddhist Holy Land, the Sacred relics of our Lord Buddha. These Sacred Relics have been offered to Us by the Government of India, as the Protector of the Buddhist Faith, to be partly preserved by Us and partly distributed according to Our wish to other countries which adhere to our Faith.

Moreover the study of the Holy Scripture of our religion among the members of Holy Order and their followers has improved, and in the examination held by the Assembly of the High Priests and at the Colleges, there were large numbers of successful candidates.

Also general education in Bangkok has made marked progress especially in the elementary education, the number in attendance being much increased and the standard of work higher than heretofore. Whilst in the Provinces, where the system of education has been continued to be under the care of the Head Priests, His Holiness Krom Mun Vajirayan has been successful in devising a better and more elaborate system. Though this plan of education in the Provinces was only re-organized last year, yet the result gives Us the hope that it will be adopted throughout the whole country soon.

We have been greatly troubled, by the scarcity of rain in the beginning of the year, about the rice production, but by the steady and usual

rains lately. We hope that the greater part of the crop will be saved in most of the Provinces, and thus no decrease in the trade will occur.

The happy and satisfactory results of all Our undertakings give Us the assurance that you all will endeavour to continue in fulfilling Our wishes in those measures which have been set forth and those which will be undertaken from time to time for the welfare of Our Country. We ask you all again to accept Our heart-felt thanks for the accomplishment of all your services, for your devotion and good wishes and for your presence in this Assembly to-day.

### MR. JAMES CREELMAN ON THE ANGLO-AMERICAN ALLIANCE.

THE BRITISH COMMERCIAL SYSTEM ROTTEN  
AND OUT OF DATE.

Under the heading of "what there is in the Anglo-American Alliance" the *New York Journal* publishes an article by Mr. James Creelman.

When you ask an English statesman, says Mr. Creelman, why the people of the United States should favour an alliance of any kind with Great Britain he will tell you that, once united, the two nations can dictate to the rest of the world. But I have yet to find a serious and well-informed American citizen who desires to support this scheme of international dictatorship.

British statesmen have said to me again and again that the American flag must be kept flying in the Philippine Islands because the breaking up of the Chinese Empire is at hand and it is necessary that the two great Anglo-Saxon nations, with similar interests in Asia and in joint control of the Nicaragua Canal, shall be in a position to insist that the great markets of the Far East shall not be closed to the commerce of the world. This of course, is based upon the assumed idea that the United States does not intend to apply the high protective tariff system to the parts of the Philippine Archipelago, and that Great Britain is to be an equal partner, or at least a special partner, in the control of the Nicaragua Canal. Certainly, if Congress applies the McKinley tariff or any tariff of the same general nature to the Philippine Islands and if the United States adheres to Mr. Blaine's and Mr. Frelinghuysen's official declaration that the Clayton-Bulwer Treaty is extinct in so far as it relates to the Nicaragua Canal, we shall hear no more in England about an Anglo-Saxon alliance, political, commercial, or—moral.

The truth of the situation is that British trade in the East is going to pieces. Germany and the United States are driving British manufactures even out of markets covered by the British flag. Meanwhile the great Russian railway system, running six thousand miles east and west and two thousand miles north and south, will be in operation within two or three years, and this will control the carrying trade of northern China and India, while the magnificent merchant marine fleets of France and Germany, together with the Russian volunteer naval reserve fleet and the rapidly increasing merchant fleet of Japan, breaking down Great Britain's control of the carrying trade in the south. After an invidious comparison between the P. & O. and other mail lines and a growl at the Hongkong and Shanghai Bank for charging a commission for cashing at one port its own notes issued at another port, the article proceeds:—

The whole British commercial and financial system in Asia is rotten and out of date. Whatever American commerce and industry may achieve in Asia, with or without the Philippines, must be accomplished in spite of, and not because of, the presence of the British there. I have talked with some of the ablest Americans in the East, and they all agree that we have more to expect from Russia than from Great Britain. Russia is the growing, Great Britain the dying power in Asia. Russia encourages American trade; England opposes and undermines it.

So shrewdly have the British pushed their theory of a "union of hearts" in the Philippines that General Otis has made the Hongkong and Shanghai Banking Corporation the bank of deposit for the United States. When the Philippine outbreak against our authority

occurred General Otis refused to allow American newspapers or merchants to use the cable, although he permitted this British bank to cable an account of the fighting to its agent at Hongkong, and the American public got its first news that the American flag had been fired upon through the courtesy of the British bank manager in Hongkong. Of course, it is easy to see the profitable advantage which this official favouritism gave to a British firm as against the non-favoured American firms. This incident is not in itself important except as an illustration of the British point of view in the Philippines. Whatever we are to do in the Philippines or elsewhere in Asia, we may be sure of one thing, that British interests and American interests, British methods and American methods are radically different.

In the early days of our war with Spain I talked with John Hay at his London residence almost every afternoon. I know that he was then vigorously opposed to an alliance with Great Britain. He was also opposed to any joint Anglo-American naval or other demonstration in Asia, although he admitted that there might be instances in which the pressure of similar interests might warrant simultaneous, rather than joint, action by Great Britain and the United States. In a long experience with American diplomatic officers in London I must frankly acknowledge that John Hay is the only one I have known who was not sooner or later mesmerized by British influence. He was at all times a modest dignified, sensible American. I predict that so long as he is permitted to have a really potent share in the determination of our foreign policy the Anglo-Saxon alliance idea will not advance beyond the after-dinner speech stage.

### CRUELTY TO FROGS.

Our Chinese neighbours says the *China Gazette*, like our amiable and fair-minded French friends are in a culinary sense ardent admirers of the festive and succulent frog, and immense numbers of the harmonious songsters of the marshes are locally consumed. With 'his we have no fault to find,—every man to his taste' as the lady said when she kissed the cow. But we do think that the enthusiastic Society for Prevention of Cruelty to Animals ought to direct a little of its superfluous energy to suppressing the diabolically cruel method in which the local frog merchants bring their produce to market and expose them for sale even under the ægis of the Municipal Council in the Hongkew Market. A foreigner, who visited that great food bazaar yesterday morning, informs us with indignant astonishment that he saw baskets of luckless frogs exposed for sales at that place, skinned and still alive! We have made enquires and obtained convincing confirmation of his assertion from independent native sources who admitted that they see such sights in the market every day and confessed that they could see nothing unusual in it or any cause for astonishment. It has been the custom from time immemorial for frogs to be so prepared for sale by the frog-dealers. The natives like their bacrachia brought to them ready skinned as the tough epidermis of the rana esculenta is troublesome and nasty to detach. They also like them quite fresh so the dealer satisfies both requirements of his customers by the ingenious but devilish device of skinning his frogs and keeping them alive to show that they are fresh. Can the cruelty of man to the world of dumb creatures go further? It is not surpassed by anything in Mr. Well's "Island of Dr. Moreau."

At Shanghai a supper room with accommodation for four hundred has been built on top of the Chinese market adjoining the Drill Hall. The original idea was that the Drill Hall was so large that half of it could be used for dancing and the other half screened off for supper; but the community increases very fast.

From the Indische Handels Compagnie we have received a post card dated Batavia, 13th September, stating that the Tomini Mining Co. have received the following telegram:—"Prospector found reef decomposed rock free gold about one ounce per ton." The Company's concession is in North Celebes.



## CHINWANGTAO.

The Tientsin correspondent of the *N. C. Daily News* gives the following account of Chinwangtao, the new open port in the Gulf Peohihli:—

Before returning from Peitaiho, the writer took occasion to visit Chinwangtao. Careful observation by the engineer in charge extending over a period of some nine months established the fact of two daily tides, the rise and fall of one being, however, quite small compared with the other. Information has also been gathered for a period of thirty years past indicating that the closing of the port by ice may be anticipated to occur for a few days about once in 14 or 15 years. Observation also shows that there are two daily currents, one flowing east, the other west, which keep the forming ice in continual motion, and render a solid formation almost impossible. This ice will not endanger the shipping or seriously impede its movements. Extensive soundings have been taken which show a good bottom for anchorage (mud), and a depth of 20 feet within 100 yards of the end of the island. The question of transferring the harbour to some other more desirable place is definitely abandoned, as no such place has been found. A breakwater will be made extending south from the south-western point of the island and gradually curving around to the west shore. The material for this breakwater will be obtained chiefly by removing the surface of the island down to a level of about 10 feet above high tide. Blasting will probably be done during the coming winter and the work pushed forward as rapidly as practicable. A good house is now under way for the accommodation of nine foreign overseers of the varying works connected with so large an undertaking. The funds are provided, I was told, by an English syndicate. In view of the enormous expenditure involved, and some doubt of the all-year-round possibilities of the place as a port, it may be a question whether it would not be wiser to spend a less sum of money and make the approaches to Tientsin entirely satisfactory. But the scheme is fairly launched, and to all appearances will be pushed to completion.

## WEIHAIWEI.

We are given to understand that the Admiralty having purchased the island of Liukungtao, the island will remain solely under the jurisdiction of the Admiral, while Colonel Dorwood, the new Civil and Military Commissioner, will be supreme over the mainland portion of the British territory. If this is so Commander Gaunt R.N., who has done such excellent service as Commissioner, will probably remain in command at the island even after the new Commissioner has taken over his duties. It has not yet been settled whether the Colonial or Foreign Office will exercise control in settling civil suits or what law is to be applied to foreigners.—*China Gazette*.

## FOOCHOW.

23rd September.

The return of Mr. Popoff by the steamer *Preussen* on the 9th inst., was a welcome event not only to his own nationals but to the whole community whose cordial esteem Mr. Popoff has so well earned during his long connection with this port. The pleasure excited by this event is only mitigated by the consequent departure of Mr. P. Tiedemann who has so ably represented the Russian Government during Mr. Popoff's absence. We regret to learn that since Mr. Popoff's return he has been seriously indisposed, and trust soon to hear of his complete restoration to the blessings of health.

Prospects for the Winter Race Meeting look brighter than they did last week. The subscription griffin list is filling up, ten ponies are now subscribed for several racing partnerships having been entered into; it is rumoured that some old ponies are to be bought in Shanghai, and brought down for our race meeting. The usual cups will doubtless be given, and it must not be forgotten the Edgar Challenge Cup has to be fought for, and the present holder, "Sirus," is bad to beat at a mile.

Tea Hong property is evidently at a discount just now, as the old "Kung Eu" Hong changed hands yesterday at \$4,000, being sold without reserve. The last time this property was in the market, it was bought for \$5,000.

The reception extended to the Hon. E. H. Conger U. S. Minister to China, by the High Provincial Authorities at Foochow marks a new departure in their methods. The Viceroy being notified from Peking that this visit was to be made, requested the U. S. Consul at this port to allow him to place a launch and houseboat at his disposal to bring the Minister from Pagoda Anchorage. A salute of 15 guns was fired as the U. S. Cruiser *Princeton* passed the lower forts, also a national salute of 21 guns, which were acknowledged by the *Princeton* firing the same number of guns in reply. When the Minister arrived at the Customs jetty he was surprised to find officials there to welcome him attended by a company of 50 soldiers and a band provided with foreign bugles and kettle drums to escort him to the U. S. Consulate. The usual call was made upon the Viceroy on Saturday morning, which was returned the same afternoon. An elaborate feast was given on Monday by the Viceroy, who had enlisted Hing Chong to provide foreign food. Mr. Conger was accompanied by an old Foochow resident, Mr. F. D. Cheshire, Interpreter, who was welcomed by old friends. After two days spent on Houseboats up the Yuen-fu the party departed for Amoy on Thursday afternoon greatly pleased with their visit to Foochow.

We have been favoured with a copy of the Viceroy's speech on the occasion of his entertaining the American Minister:—"Sir, I feel highly honoured by your presence at this banquet on the third occasion of our meeting since your arrival. I have heard much of your prominence as an American Citizen but it is only today that I have the pleasure of making your personal acquaintance. I am well aware of the friendly relations existing between your country and China, which I trust you will always use your powerful interest to promote, by instructing your Consuls at the treaty ports to conduct all negotiations with the local authorities in a friendly peaceable spirit as far as possible. I avail myself with great pleasure of this opportunity of tendering you a hearty welcome to Foochow, trusting that the friendship commenced in such an auspicious manner may prove a lasting one and serve to cement good relations subsisting between our respective countries. I beg to propose the health of his Excellency the U. S. Minister, wishing him Peace to his country, the happiness and prosperity of his people and health and a very pleasant voyage to himself. Echo."

## YUNNAN.

The following interesting notes are from a private letter, dated Kutsing, Yunnan, on the 3rd August:—

Our province now is in a curious state. The recent Mangtze riot (of which you will have heard) when Commissioner and Mrs. Spinney and Mr. Oldham lost everything, and two servants were killed, shows that the people are strongly opposed to the Toukin and Yunnan railway. Only a few weeks before, I was the guest of the Commissioner of Customs (and most kind he always is to passers through) but a few weeks afterwards at 1.30 a.m. he and his wife were awakened and had to flee for their lives, not even having time to dress. Shots were fired at them as they fled and in a few minutes their beautiful home was in flames.

Then at Yunnanfu the French have rented a large and very popular temple for 99 years. This the people strongly resented, and just recently, assembling in large numbers, drove out the two Frenchmen and destroyed their effects. By God's good restraining hand none of our workers were touched, although for a time it seemed likely a visit would be paid to them.

The opposition to the railway from Tonkin to Yunnanfu is steadily increasing and the influence of our hostile Governor-General does not improve matters.

Do you hear any hint of the French taking Eastern and Central Yunnan? It looks like it here.—*N. C. Daily News*.

## CANTON NOISES.

[FROM THE "CHUNG NGOI SAN PO."]

H.E. Tak Son, the new Governor of Canton, arrived on the 23rd September at 2 p.m. by the gunboat *Tsanto*. The Viceroy, the Tartar General, and all the other officers went to Tintzamtan to meet him. His Excellency took over the seal on the 29th September.

It is reported that the merchants of the seventy-two guilds have arrived at the conclusion, after a meeting in the Kwong Chai charitable institution, that they are unable to carry out the scheme proposed by H.E. Kwang Yi, the Grand Commissioner, to impose a shop tax as a substitute for the likin taxes, on the ground that the scheme would be exceedingly difficult to carry out satisfactorily.

Viceroy Tan has memorialised the Throne strongly opposing the farming of fantan gambling houses. He says that if the farming is allowed, he will resign his Viceroyship.

Marshal Sou, of Kwangsi, will arrive in Canton in a few days. Immediately after his arrival he will proceed to Kwangchowwan to delimit the boundaries with the French, who prefer Marshal Sou to the other officials, because he is very friendly to them.

The workmen employed in the earthenware industry in Shikwan and the boat building people in Canton are going on strike to obtain higher wages from their employers.

## HONGKONG.

Amongst the passengers who left by the *China* on Tuesday for Shanghai was the Right Rev. the Bishop of Victoria.

A *Government Gazette* Extraordinary was issued on Tuesday containing a notification declaring Newchwang an infected port.

As anticipated, the War Department has not accepted the offer of a detachment of the Hongkong Volunteers for service in the Transvaal, but a telegram has been received conveying the thanks of the Department.

On the 29th September the second man who injured at the fire at 113, Wellington Street, died from his injuries. The other man died about half-an-hour after being admitted to the Hospital.

At the Magistracy on Thursday afternoon the two men charged with the murder of a sawyer at Hunghom were again brought up. Mr. Bowley (Acting Crown Solicitor) said he had no further evidence to call and asked his Worship to commit the prisoners for trial.—Mr. F. B. Deacon, who appeared for the prisoners, said that if his worship proposed to commit the prisoners for trial he would reserve the defence.—The prisoners were committed for trial.

Another impudent attempt at purse snatching was reported to the police on 8th September. Mrs. Barlow, wife of Mr. Barlow, of Queen's College, went into the Ching Tong baker's shop at about six o'clock in the evening for the purpose of buying a cake for a boy who was with her. She changed a note and on her leaving the shop a coolie who had evidently seen her put the change in her purse rushed at her, seized her by the wrist, and attempted to take the purse from her. She, however, stuck to it, and struggled with the man, who in making a wrench caused her to fall. He then ran away without having accomplished his design. The bakers in the shop and quite a number of other Chihamen saw the occurrence, but they made not the slightest attempt to interfere.

At the Magistracy on 29th September a barber named Ho Kam was charged with attempting to bribe Sanitary Inspector McKenzie, "thereby corruptly to induce the said Donald McKenzie to neglect and do an act contrary to his duty as such officer, namely, not to say anything about the people keeping pigs at Coffee Plantation." The defendant comes to the Inspector's house to shave him according to the evidence about week ago he offered the Inspector \$10 not to say anything about the pigs, and he renewed his offer that morning, offering him \$15 altogether. In the charge room the defendant said the money had been given to him by a woman who owns some of the pigs to give to the Inspector, and he made the same statement to the Inspector when he offered him the money. The case was committed for trial.



We are informed by the manager of the Chartered Bank of India, Australia and China, that they yesterday morning received telegraphic advice from the London office that at the approaching meeting of shareholders the directors will recommend a dividend for the past half-year at the rate of 10 per cent. per annum free of income tax.

Several reports on the case of Greaf versus the Equitable Life Assurance Society, arising out of a question as to the disposition of the Society's surplus, having appeared in the newspapers lately it will be of interest to our readers, many of whom hold policies in this Society, to hear that according to a telegram just to hand the final decision of the Court of Appeal was given in favour of the Equitable.

As P. C. Young was passing Queen's Road Central at about ten o'clock on Thursday night he saw smoke issuing from a paper shop at No. 235. He raised the alarm and Deputy-Superintendent Baddeley and the Fire Brigade were soon on the scene. The fire had got good hold but it was soon got under at No. 235, but not before the adjoining premises had become ignited, and considerable damage was done before it was extinguished. While the Brigade were at work some Blue-jackets interfered, and it was found necessary to arrest one of them. There was also a small fire near the Gas Works last night.

At the Magistracy on Monday Mr. Gompertz, Acting Police Magistrate, gave his decision in the limewashing case in which the Land Investment Company were the defendants. The Company had been summoned for neglecting to have ten houses in Moon Street and Sun Street limewashed during the months of July and August. Mr. Hastings, on behalf of the company, contended that his clients were not liable, inasmuch as the houses in question had been let to a Chinaman for five years from first of January last. His Worship held, however, that as crown lessees the company were liable and imposed a fine of \$10 in each case.

McDonnell Road has now been extended to join Kennedy Road. A walk along it, starting from the Kennedy Road end, will be found exceptionally interesting on account of the view it affords of the large amount of building that has of late been carried on in the district and that which is still in progress. From no other point can such a comprehensive birdseye view of this particular part of the colony be obtained. After proceeding for a short distance along the road the pedestrian will see facing him quite a large township of substantially built European houses, all of very recent erection and some still incomplete. Included in the view are the houses on the Peak Road, most of which are also comparatively new. The view as a whole gives the beholder a striking impression of the progress the colony has made within recent years. As to the style of architecture adopted opinions may differ. Most of the new houses are highly ornate, in the opinion of some perhaps painfully so.

Mr. Ernst Puhlmann, the gentleman who was recently attacked by pirates at Hamohow, near Pakhoi, as reported in the *Daily Press* of the 20th September, is at present in Hongkong. From an interview with him we learn that our report of his exciting experience was substantially correct, though inaccurate in a few of the details, as for instance, the statement that he sprang to his feet on being roused by the pirates. He was sleeping under the awning of the Chinese boat, and the height of the awning did not permit of his standing up. He was in a sitting posture and was just about to fire, having one cartridge in his gun, when he was struck on the head from behind. Upon recovering consciousness he managed to get over the side. Then followed the chase in the water as already described, except that it was over banks with channels between, so that it was partly swimming and partly wading, and at the time Mr. Puhlmann waited for his nearest pursuer to come up and gave him a kick in the stomach Mr. Puhlmann had secured a foothold on a rock. After arriving at the shore Mr. Puhlmann was still pursued and when the pirates had lost his track he still saw lanterns moving about which he took to be those of the pirates trying to pick up the track again. Their object, he has since been informed, was to take him prisoner and hold him for a ransom, £15,000 being the figure that had been mentioned amongst them.

In addition to plague the cases of communicable disease reported last week were one of enteric fever and one of puerperal fever.

During the week ended 30th September there were 2 cases of plague and 2 deaths. During the present week there have been 2 cases and 1 death.

Why the price of mutton should be raised owing to a scarcity of pigs is not very clear. The following notice—(we follow the original orthography)—has, however, been issued by the butchers:—"Owing to Scarcity of live pigs Coming into Market. Price of Pork and Mutton is advanced. After September 30th all kinds of Pork and Mutton will be charged." (Here follows list of prices.)

At the Magistracy on Tuesday, on the information of Nuisance Inspector Brett, the owners of the following houses were each fined \$10 in respect of each house for neglecting to limewash during the months of July and August:—No. 43 Ship Street; 147 and 149 Queen's Road East, 25, 26 and 27 Albany Street, 10 Kat On Street, 25 Nullah Lane, 153a Queen's Road East, and 73 Wanchai Road.

We have received from the Colonial Secretary a "Return of cases of bubonic plague occurring in the city of Victoria, Hongkong, during the year 1899." The return deals with 836 cases which were reported to the Sanitary Board during the period between the 1st January and 8th September as occurring in 681 houses. There were besides 582 cases which occurred in the villages of Hongkong and in British Kowloon or were found in the streets of the city, on the high roads, or in the waters of the colony, all of the latter being either dead or in a moribund condition when so found. Particulars are given of the dimensions of each infected house, the open space in the rear, the number of floors and cubicles, and the floors on which the cases occurred. From the summary table it appears that 55.80 per cent. of the infected houses had not an open area of 50 square feet.

A case which may be used as an argument in favour of the registration of servants came before Mr. Gompertz at the Magistracy on Tuesday, when the boy-cook employed by Mrs. Smith, wife of Sergeant-Major Smith of the R.E., was charged with stealing \$60 from a locked writing desk. He pleaded guilty. It appears that on Monday Mrs. Smith wished to see the boy about dinner, but on enquiring for him she found that he had left the premises and that none of the other boys knew of his whereabouts. On putting her hand in her pocket she discovered that her keys were missing. Suspecting that something was wrong she procured another key and unlocked the desk and saw at once that \$60 had been taken away. She gave information to the police, and the defendant was arrested the same night at Yaumati with \$30 in his possession. Sergeant Gourlay said the defendant had been four times convicted of larceny and sentenced to 12 months' imprisonment for returning from banishment. His Worship now sentenced him to another 12 months' imprisonment for returning from banishment and six months for larceny, one sentence to follow the other.

The *American* (Manila) of the 27th September says.—Mr. R. Colegrove, of the Colegrove Finlay Company, returned from Hongkong on the *Diamante* yesterday. During his absence Mr. Colegrove chartered a new A.I. 3,000 ton steamer which will be the first liner to be placed on the direct route between Manila and the United States. The Colegrove-Finlay liner will call at Hongkong, and come to Manila. Then, when her freight and passengers are on board the vessel, will go direct to Portland, Oregon. On the return trip a stop of one day will be made at Honolulu. Under the new service thus given it will be possible to receive mail in 20 days from the United States and all the expense and exasperation of having freight and baggage handled over and reshipped at Hongkong will be done away with. The new steamer is supplied with splendid passenger accommodation and no pains will be spared to make the Colegrove-Finlay line popular with the travelling public. The establishment of a direct communication with the United States is an event of the greatest commercial importance to Manila and the projectors of the enterprise have inaugurated "the biggest thing out" and the best thing that business men could do for the Philippines.

We are advised by the Acting Secretary of the Punjom Mining Co., Limited, that a telegram from the mines was received yesterday morning, giving the result of the September clean up as follows:—The mill ran 29 days crushing 2,350 tons yielding 179 ounces smelted gold. Concentrates produced 40 tons. Prospects at Gubau mine are encouraging."

A report is in circulation that a piece of land on the eastern side of Kowloon Bay, with deep-water frontage, has been purchased with a view to the establishment of a dock or slipway. As no sale of Government land in the vicinity has been notified, the ground in question, assuming the report to be true, must presumably have been private and not public property.

At the Magistracy on Thursday afternoon Kam Shu, barber, was charged on remand with attempting to bribe Inspector Mackenzie. Mr. Melbourne, appeared for the defence, and at the conclusion of the evidence for the prosecution said that if his worship had decided to commit the prisoner for trial he would reserve the defence.—The prisoner was committed for trial.

It having been ascertained that there is sufficient interest taken in the subject to warrant the formation of a Cremation Society, the Hon. H. E. Pollock has issued a circular inviting membership. The first step to be taken by such a Society will be the collecting of information from other Cremation Societies, with a view to ascertain the different types of cremation apparatus, the respective costs of such apparatus, the plans of different crematoriums, the cost of cremating, etc.

At the offices of the Public Works Department on Monday afternoon Mr. G. J. W. King offered for sale by auction Kowloon Marine Lot No. 51 at Mong Kok Tsui. The lot, which is under water as yet, measures 32,000 feet, and the annual rent is \$330. Starting at an upset price of \$9,600 the bidding, which was very spirited, ran up to \$14,100, at which price, which is at the rate of 45 cents per foot, Mr. Chun Ng was the purchaser. The site is to be occupied by boat-building sheds.

Mr. F. Kiene, the local manager of the Equitable Life Assurance Society, gave a select little dinner party at the Hongkong Hotel on Saturday evening on the occasion of Mr. W. B. McNaughton, the energetic and obliging agent of the said Company, leaving Hongkong for Shanghai, to which port he has been transferred. From the speeches delivered it was very evident that the Company enjoys the greatest confidence of the public and that Mr. McNaughton made himself most popular during his stay in this Colony.

Some belated quarantine notices appear in the *Gazette*. The Government of Bengal notifies that "intimation having been received of the outbreak of plague in Swatow, the necessary instructions have been issued to the officers concerned to strictly enforce the Venice Sanitary Convention regulations in the ports of Calcutta and Chittagong against vessels arriving from that port." Swatow is now free of plague. Another communication is from Western Australia declaring Hongkong an infected port. This at the close of the epidemic, when the port is on the eve of being declared free. The Calcutta communication is dated the 6th September and the Perth communication the 2nd of the same month. If it was only on these dates that the respective Governments heard of the existence of plague at Swatow and Hongkong they were rather behind the times.

#### MISCELLANEOUS.

The *Union* (Shanghai) says:—"It will be remembered that the *Glenavon* was lost outside of Hongkong some months ago. As is usual in most, though not in all cases, Courts of Enquiry think it their duty to sit on the unfortunate skippers who come before them, and the Hongkong Court of Enquiry which tried Captain Pithie suspended his certificate for one year. Captain Pithie referred his case to the Liverpool Chamber of Commerce and his friends will be glad to learn that the Board of Trade has returned his certificate, thus reversing the finding of the Court of Enquiry." If our contemporary's information be correct, as to which we have no independent information, it would seem only fair that as the original finding was published in the *Gazette* its reversal should also be published in the official organ.



At the Shanghai Mixed Court the other day a farmer was sentenced to 200 blows and seven days' cage for bringing five pheasants into the Settlement for the purpose of selling them contrary to Municipal Regulations.

The Iohang correspondent of the *N. C. Daily News* writes:—A captain to command one of the steamers for the Iohang-Chungking run is here just now. He leaves for the west at an early date to examine the river.

As the steamer *Calypso* was approaching Tanjong Pagar Wharf yesterday morning, says the *Singapore Free Press* of the 25th September, a determined suicide took place of a German named Edwin Scheuerle. He had been, since January this year, in the employ of Messrs. Max. Cylinder and Co., Change Alley, having been previously in the Paris house. Enquiries into the books, while Scheuerle was away in Penang and Deli, led to the issue of a warrant, on a charge of falsification of accounts, and two detectives were awaiting him on the wharf. These he got sight of and immediately went to his cabin and took his revolver. Going amidship he jumped over the rail, and, holding himself by the right hand, with the left blew out his brains. The body fell overboard and the revolver on to the deck. The body was not recovered.

### COMMERCIAL.

#### TEA.

#### EXPORT OF TEA FROM CHINA TO UNITED KINGDOM AND CONTINENT.

	1899-1900	1898-99
	lbs.	lbs.
Hankow and Shanghai...	9,514,030	10,608,322
Amoy.....	221,484	390,250
Foochow .....	10,080,134	9,756,643
Canton .....	3,354,451	2,727,279
	23,200,099	23,482,494

#### EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1899-1900	1898-99
	lbs.	lbs.
Shanghai.....	1,222,849	1,132,577
Amoy .....	6,679,676	5,410,936
Foochow .....	3,157,850	4,286,327
	11,059,375	10,779,840

#### EXPORT OF TEA FROM CHINA TO ODESSA

	1899-1900	1898-99
	lbs.	lbs.
Shanghai and Hankow...	25,363,948	22,676,902

#### EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1899-1900	1898-99
	lbs.	lbs.
Yokohama .....	19,568,578	18,221,575
Kobe.....	10,828,281	8,628,315
	29,897,857	26,849,930

#### SILK.

SHANGHAI, 30th September.—(From Messrs. A. B. Runkil & Sons' Circular).—Home markets are steady, Gold Killings are at Fcs. 1.50 in Lyons, and Blue Elephants are quoted at 12/10½ in London. Raw Silk.—The market is easier, and Tsatlies, in which a very small business has been done, show decline. Coarse Silks are in good demand. Total settlements this week are some 450 bales. Yellow Silk.—Market strong, about 120 bales have changed hands. Arrivals, as per Customs Returns, September 23rd to 29th, are: 1,247 bales White, 608 bales Yellow, and 33 bales Wild Silk. Re-Reels and Hand Filatures.—About 300 bales have been settled. Steam Filatures.—Market strong, and the settlements, some 150 bales, are for delivery after China New-Year. The shipment of Steam Filatures to date is: 1,957 bales to American, 1,726 bales to the Continent, 36 bales to London, and 1 bale to Japan. Wild Silk.—About 100 bales have been settled. Waste Silk: Market quiet but very strong. Shantung Pongees.—2,000 pieces have been settled:—

19 in. to 19 yds. to 25 oz.....at Tls. 4.25.	
19 " 19 " " 23/24 " " " 4.05.	
18 " 18 " " 22 " " " 3.00.	
18 " 16 " " 20 " " " 1.60.	

Quotation in Taels per picul.—Average Exchange for the week 4 m/s. 2/8½, and Fcs. 3.40½. Freight Tls. 7.25 per cwt.—

	Tls. per picul.
<b>Teatles.</b>	
Bird Yungling .....	552½
" Seeling .....	542½
Gold Killing .....	527½
Ohoy Killing .....	500
Siebing Quongfoong .....	515
Yaconlay Seeling .....	502½
Market Chop .....	425
<b>Taynam.</b>	
White Kahing, Gold Lion Flower 4 .....	417½
" " " 3 .....	417½
9 by 18 Moss, Green Horse 8 .....	397½
Green Stork 8 .....	447½
Gold Bear Extra .....	418½
<b>Ohincum.</b>	
Tiger Chop Ting Tinghow .....	515
" Tinghow .....	505
<b>Yellow Silk.</b>	
Mienohew 1 .....	880
Meeyang 1 .....	847½
Poonung Market 1 and 3 .....	815½-65
Wongchow Extra .....	285
<b>Steam Filatures.</b>	
Dah Lun Stork Chop, 9/11 Den., 1 and 2 aver. ..	875
" 13/15 Den., 1 and 2 aver. ..	840
Gold Anchow Chop, 14/16, Extra .....	880
Excelsior, 9/11 Den., 1 and 2 .....	892½
Market Chop .....	800
<b>Hand Filatures.</b>	
Clouded Stork, Croises Ex. No. 1 and 2 ..aver.	745
Woo San Dong, Croises No. 1, 2 and 3 ..	740
Blue Lion, Croises No. 1 and 2 ..	720
Butterfly & Almond Flower, Croises No. 1 & 2, ..	715
Gold Gun No. 2 and 3 .....	683½
Double Cook No. 2 .....	668½
Red Flag Chop No. 2 and 3 ..aver.	662½
Green Horse No. 2 .....	667½
Gold Eagle No. 2 .....	667½
Mars Chop No. 1 .....	660
<b>Wild Silk.</b>	
Tussah Filature, Three Joss Chop, 8 Coocons ..	2614
Szechuen Tussah Raw .....	25

#### EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1899-1900	1898-99
	bales.	bales.
Shanghai .....	43,427	24,828
Canton .....	10,838	10,317
Yokohama .....	8,240	4,955
	62,505	40,100

#### EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1899-1900	1898-99
	bales.	bales.
Shanghai .....	5,491	2,251
Canton .....	3,299	4,083
Yokohama.....	8,471	4,580
	17,261	10,914

#### CAMPHOR.

HONGKONG, 6th October.—The decline has been arrested and prices are now higher. Quotation for Formosa are \$69.00 to \$69.50 sales 500 piculs

#### SUGAR.

HONGKONG, 6th October.—Prices continue to advance the market being very brisk. Quotations are:—

Shekloong, No. 1, White...\$8.80 to \$8.85	picul.
do. " 2, White... 8.05 to 8.10	"
Shekloong, No. 1, Brown... 5.90 to 5.95	picul.
do. " 2, Brown... 5.80 to 5.85	"
Swatow, No. 1, White... 8.70 to 8.75	"
do. " 1, White... 7.90 to 7.95	"
Swatow, No. 1, Brown... 5.85 to 5.90	"
do. " 2, Brown... 5.75 to 5.80	"
Foochow Sugar Candy.....12.65 to 12.70	"
Shekloong " .....11.90 to 11.95	"

#### MISCELLANEOUS EXPORTS.

For steamer *Alesia*, sailed on the 16th Sept. For Port Said:—1 case cigarettes. For Havre:—6 cases woodware, 20 cases feathers, 20 cantharides, 34 cases bristles, 40 cases blackwood, ware, 42 packages bamboo, 66 cases human hair, 156 cases Chinaware, 183 packages canes, 895 rolls matting, and 1,713 packages tea. For Havre and/or Hamburg:—4 cases silk, 5 cases blackwoodware, 10 rolls matting, 11 rolls tea mats, 14 cases human hair, 25 cases bristles, 34 cases Chinaware, 50 cases staranised, 94 bales feathers, 130 cases cassia, 150 rolls mats, and 200 packages canes. For Havre and/or Hamburg and/or London:—1 cases tea, 1 cases curios, 20 boxes essential oil, 40 cases bristles, 70 bales feathers, 100 bags plumbago, and 100 cases preserves. For Havre and/or Hamburg and/or Antwerp:—40 cases bristles. For Havre and/or London:—525 bales canes. For Hamburg:—1 case gongs, 2 cases China ink, 3 cases bambooware, 3 cases paper, 3 cases silks, 4 cases P/objects, 6 cases shells, 8 cases cigars, 9 bags copal, 9 cases sundries, 10 cases essential powder, 11 cases human hair, 20 bales rattan shavings, 67 cases Chinaware, 70

cases bristles, 100 bales broken cassia, 100 cases cassia, 100 bales Chinaware, 101 cases palm leaf fans, 15 bales feathers, 171 cases tea, 205 cases preserves, 303 rolls matting, 453 cases preserves, and 796 packages canes. For Hamburg and/or Antwerp and/or London:—75 cases bristles. For Hamburg and/or London:—128 packages canes, 260 cases preserves. For Hamburg and/or Antwerp:—120 cases bristles. For Hamburg and/or London and/or Antwerp:—15 cases bristles. For Hamburg and/or Bremen and/or London 50 boxes preserves. For Hamburg and/or Amsterdam and/or Rotterdam:—190 cases preserves. For Amsterdam:—3 cases Chinaware, and 525 cases preserves. For Rotterdam:—38 bales leaf tobacco and 125 cases preserves. For Antwerp:—5 packages rattanware, and 19 packages canes. For Christiania:—5 cases curios. For Copenhagen:—2 cases sundries and 42 packages fire crackers. For Buenos Ayres:—512 packages fire crackers. For Lisbon:—12 cases Chinaware.

Per steamer *Pyrrhus*, sailed on the 22nd September. For London:—500 packages tea (particulars unknown), 8,928 boxes tea (187,488 lbs. So, caper), 440 boxes tea (9,240 lbs. sorts), 796 boxes tea (16,716 lbs So Or Pekoe), 55 boxes tea, 1,365 ¼ chests tea, and 34 packages effects from Amoy, 161 rolls matting, 18 cases Chinaware, 104 boxes feathers, 4,207 cases preserves, 15 packages sundries, 50 cases ginger, 200 bales waste silk, 50 cases palm leaf fans, 1 case curios, 16 cases blackwoodware, and 28 cases. For London and/or Manchester:—350 bales waste silk. For Manchester:—1 b x tea and 175 bales waste silk. For Liverpool:—25 ¼ chests tea 1 box feathers. For Glasgow:—51 cases ginger. For London and/or Hamburg:—100 cases ginger. For London and/or Antwerp and/or Hamburg:—32 boxes bristles. For Hamburg:—12 boxes ginger 5 boxes bristles, 4 0 boxes tea, 335 bales canes, and 50 cases staranised. For Bremen:—100 boxes tea. For Port Said:—25 boxes tea.

Per P. & O. steamer *Valetta*, sailed on the 30th September. For London:—174 bales raw silk, 5 cases silks, 2 boxes silverware, and 1 private effects. For Manchester:—4 bales waste silk. For Lyons:—6¾ bales raw silk, and 1 case silk piece goods. For Marseilles:—418 bales raw silk, 3 cases silks, and 1 case silk piece goods. For Milan:—55 bales raw silk.

#### OPIMUM.

HONGKONG, 6th October.—Bengal.—The market has ruled fairly active and prices have advanced. Closing quotations are New Patna \$872½, New Benares \$832½.

Malwa.—There has been scarcely any inquiry in this drug, owing to the rates having sprung up too high. Latest figures are as under:—  
New \$940 with allce from ¼ to 1½ catties.  
Old (2 yrs.) \$850 " " " to ¼ " "  
" (3 ¼ " ) \$860 " " " to " "  
" (5/6 " ) \$870 " " " to " "

Persian.—Business has been very meagre and the market closes steady. Current quotations are \$650 for Oily, \$650 to \$775 for paper-wrapped according to quality.

To-day's stocks are estimated as under.—

New Patna .....	789 chests.
Old Patna .....	40 "
New Benares.....	522 "
Malwa.....	720 "
Persian .....	850 "

#### COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1899.	\$	\$	\$	\$	\$	\$
Sept. 30	872½	—	840	—	840	—
Oct. 1	872½	—	840	—	840	—
Oct. 2	870	—	840	—	840	—
Oct. 3	871½	—	835	—	840	—
Oct. 4	870	—	830	—	840	—
Oct. 5	872½	—	832½	—	840	—
Oct. 6	872½	—	832½	—	840	—

#### RICE.

HONGKONG, 6th October.—The demand continues active and prices are still advancing. Quotations are:—

Snigon, Ordinary.....	\$2.50 to 2.55
" Round, Good quality .....	2.95 to 2.98
" Long .....	3.34 to 3.38



Siam, Field, mill cleaned, No 2 ...	2.85 to 2.90
" Garden, " No. 1 ...	3.35 to 3.40
" White ...	3.80 to 3.85
" Fine Curo ...	4.20 to 4.25

## MISCELLANEOUS IMPORTS.

HONGKONG, 6th October.—Among the sales reported during the week are the following:—

**YARN AND PIECE GOODS:—Bombay Yarn:—**1,450 bales No. 10 at \$74 to \$89, 350 bales No. 12 at \$78 to \$83, 200 bales No. 16 at \$90 to \$106.50, 700 bales No. 20 at \$88 to \$100. **White Shirtings:—**500 pieces Blue Lion, \$6.85, 500 pieces Gold Tiger \$6.50, 500 pieces Gold Goose \$4.65, 500 pieces No. 600, \$4.70, 300 pieces No. E K. \$6.50, 300 pieces D.K. \$5.00, 500 pieces No. 6.0, \$4.65, 500 pieces No. 300 \$3.70, 500 pieces D 70 \$3.80, 300 pieces E K \$5.94, 300 pieces D K \$4.92, 300 pieces C K \$4.72, 500 pieces S Q \$4.60, 500 pieces 600 \$4.62, 400 pieces Blue Lion \$6.25. **Grey Shirtings:—**750 pieces, 10 lbs. Mandarin at \$3.90, 600 pieces 8 1/2 lbs. Blue Seal at \$3.12, 500 pieces 10 lbs. Blue 5 men at \$4.10, 1,200 pieces 8 1/2 lbs. Red 7 Boy at \$2.70, 750 pieces Blue 5 men at \$4.15, 600 pieces 8 1/2 lbs. Elephant and Snake at \$4.15, 600 pieces 8 1/2 lbs. Blue Seal at \$3.17, 600 pieces Red Seal at \$2.75, 500 pieces 10 lbs. 10 lbs. 2 Stags at \$4.15. **T-Cloths:—**750 pieces 7 lbs. Mex. Red Stag at \$2.52, 600 pieces 8 lbs. V at \$3.07, 750 pieces 7 lbs. Silver Town at \$1.90, 750 pieces 7 lbs. Silver Lion No. 2 at \$1.87, 600 pieces 8 lbs. Red Stag at \$2.90, 600 pieces 8 lbs. VV at \$3.05, 600 pieces 8 lbs. XX at \$3.10, 750 pieces 7 lbs. Mex. Red Stag at \$2.50. **White Irishes:—**250 pieces Gold No. 1 at \$5, 250 pieces Gold No. 2 at \$4.70.

<b>COTTON YARN:—</b>	per bale
Bombay—Nos. 10 to 20s. ...	64.00 to 96.00
English—Nos. 16 to 24. ...	103.00 to 109.00
" 22 to 24. ...	107.00 to 111.00
" 28 to 32. ...	115.00 to 120.00
" 38 to 42. ...	126.00 to 134.00

<b>COTTON PIECE GOODS:—</b>	per piece
Grey Shirtings—6lbs. ...	1.75 to 1.85
7lbs. ...	1.95 to 2.08
8 1/2 lbs. ...	2.45 to 3.20
9 to 10 lbs. ...	3.40 to 4.15
White Shirtings—5 1/2 to 58 rd. ...	2.35 to 2.55
58 to 60 " ...	2.75 to 3.40
61 to 66 " ...	3.61 to 4.45
Fine ...	4.45 to 7.20
Book-folds. ...	8.90 to 5.80
Victoria Lawns—12 yards ...	0.66 to 1.35
T-Cloths—6lbs. (32 in.), Ord'y. ...	1.55 to 1.75
7lbs. (32 " ) ...	1.88 to 2.15
6lbs. (32 " ), Mexs. ...	1.65 to 1.85
7lbs. (32 " ) ...	2.15 to 2.80
8 to 8 1/2 oz., (36 in.) ...	2.40 to 3.25
Drills, English—40 yds., 14 to 16lbs. ...	3.70 to 6.40

<b>FANCY COTTONS:—</b>	
Turkey Red Shirtings—1 1/2 to 8lbs. ...	1.65 to 4.85
Brocades—Dyed ...	3.10 to 4.60
	per yard
Damasks ...	0.12 to 0.15
Chintzes—Assorted ...	0.08 to 0.10
Velvets—Black, 22 in. ...	0.22 1/2 to 0.50
Velveteens—18 in. ...	0.21 to 0.22

<b>WOOLLENS:—</b>	per yard
Spanish Stripes—Sundry chops. ...	0.71 to 1.60
German ...	to —
Habit, Med., and Broad Cloths. ...	1.25 to 5.50

	per piece
Long Ells—Scarlet ...	6.25 to 9.50
Assorted ...	6.35 to 9.60
Camlets—Assorted ...	11.50 to 31.00
Lastings 30 yds., 3 inches, Assorted: ...	8.00 to 20.00

Orleans—Plain ...	7.50 to 8.50
	per pair
Blankets—8 to 12lbs. (pair) ...	4.50 to 14.00

<b>METALS:—</b>	per picul
Iron—Nail Rod ...	5.25 to —
Square, Flat Round Bar ...	5.60 to —
Swedish Bar ...	6.50 to —
Small Round Rod ...	6.00 to —
Hoop 1/2 to 1 1/2 in. ...	6.50 to —
Wire 15/25 ...	9.50 to —
Old Wire Rope ...	3.00 to —
Lead, L. B. & Co. and Hole Chop ...	9.50 to —
Australian ...	9.15 to —
Yellow Metal—Muntz, 14/20 oz. ...	41.00 to —
Vivian's, 14/20 oz. ...	41.00 to —
Elliot's, 14/20 oz. ...	41.00 to —
Composition Nails ...	65.00 to —
Japan Copper, Slabs ...	40.00 to —
Tin ...	92.00 to —
	per box.
Tin-Plates ...	7.90 to —
	per cwt. case
Steel 1/2 to 1 ...	6.25 to —

<b>SUNDRIES:—</b>	per picul
Quicksilver ...	154.00 to —
	per box.
Window Glass ...	5.70 to —
	per 10-gal. case
Kerosene Oil ...	2.60 to —

SHANGHAI 30th September.—(From Messrs. Noll Murray & Co.'s Price Goods Trade Report.) Piece Goods.—There has certainly been more life in the market this week, but it cannot be said that any great amount of business has resulted, judging from that published, which really does fairly well represent what has been done for once. There is undoubtedly a strong demand for goods amongst the dealers who fully realise the situation but there is a temporary lull in the consumptive enquiry for linen owing to the drought there whereby traffic with the interior has been greatly impeded by the want of water in the creeks, preventing produce from coming down and goods from going up. This undoubtedly accounts for a great deal for the present drag and comparatively slow deliveries, but there is no reason to believe that relief will not come in due time and create a fresh spurt in the trade in that direction in the near future, or at all events before the close of the season. There is certainly no reason to complain of the deliveries so far, taking American Sheetings as the most important article. The re-exports declared by the I.M. Customs so far, for this half year since the 1st of July, amount to 849,605 pieces, against 620,067 pieces for the same period last year, or an increase of 34 per cent. and yet we were accused of taking a pessimistic view of the situation in our issue of 1st July. Drills show a decrease of 9 per cent., simply because of the absence of available cargo, and for this reason Sheetings will doubtless fall off as the season advances, unless there are heavier shipments on the way than we know of, which is what we have contended along. Some firms have managed to secure orders for good lines of 8 1/2-lbs. Sheetings during the interval, and we also hear of forward business having been done in the heavier makes of Shirtings, but towards the close it has been almost absolutely impossible to do anything with MANCHESTER, the market being described as excited and business prohibited by the exorbitant prices asked. Cotton seems to be at the bottom of this excitement after all, in spite of the protests of the Manufacturers that they were so well engaged ahead the price that Cotton went to would not affect the Market. To-day's quotation comes 3 1/2 d., though private advices have made it 3 d. There is no change in the markets in the States, which are as strong as ever. The average advance since July appears to be about ten pence per piece. Cotton Flannels have been in good request, but we do not hear of business going through. In sympathy with Cotton and the piece goods market generally Yarns are advancing and going off well. Szechu appears to have filled her requirements for the present and the Northern men have commenced buying again. Local Spinners have successfully held out for high prices, which have been paid during the interval, some extensive sale being reported. Native Cotton is very strong at about two per cent. over last week's quotations. We understand large purchases have been made of the AMERICAN and INDIAN staples for this market, which will render some of the Mills quite independent of Chinese Cotton for some months.

**METALS 2nd October.**—(From Messrs. Alex. Biefield & Co.'s Report.)—The past week has not been productive of much change, though a healthier tone has manifested itself. There has been little demand from the consuming districts, which seem to be well supplied for present requirements, and in consequence the market has continued dull despite the settlements. The solitary Home order we have to record, while showing that there is a tendency to meet ruling prices, also shows that for the present the volume of business must be restricted to actual wants. The following are the transactions which have been put through:—200 tons Cart Tyres 115s. to 116s. At Auction:—150 tons Old Cable Wire (local) 2.77 per picul. 450 piculs Cart Tyres 2.47 per picul.

## EXCHANGE.

FRIDAY, 6th October.

<b>ON LONDON:—</b>	
Telegraphic Transfer ...	1/10 1/2
Bank Bills, on demand ...	1/10 1/2
Bank Bills, at 30 days' sight ...	1/10 1/2
Bank Bills, at 4 months' sight ...	1/11 1/2
Credits, at 4 months' sight ...	1/11 1/2
Documentary Bills, 4 months' sight ...	1/11 1/2
<b>ON PARIS:—</b>	
Bank Bills, on demand ...	2.40 1/2
Credits, at 4 months' sight ...	2.46

<b>ON GERMANY:—</b>	
On demand ...	1.94 1/2
<b>ON NEW YORK:—</b>	
Bank Bills, on demand ...	46 1/2
Credits, 60 days' sight ...	47 1/2
<b>ON BOMBAY:—</b>	
Telegraphic Transfer ...	141
Bank, on demand ...	141 1/2
<b>ON CALCUTTA:—</b>	
Telegraphic Transfer ...	141
Bank, on demand ...	141 1/2
<b>ON SHANGHAI:—</b>	
Bank, at sight ...	73
Private, 30 days' sight ...	73 1/2
<b>ON YOKOHAMA:—</b>	
On demand ...	6 1/2 % pm.
<b>ON MANILA:—</b>	
On demand ...	3 % pm.
<b>ON SINGAPORE:—</b>	
On demand ...	1 % pm.
<b>SOVEREIGNS, Bank's Buying Rate ...</b>	10.40
<b>GOLD LEAF, 100 fine, per tael ...</b>	53.60

## JOINT STOCK SHARES.

HONGKONG 6th October.—The market still continues dull and rates generally show a further decline. The settlements, which passed off satisfactorily on the 30th ultimo, have not had the effect of strengthening the market as was anticipated, so that the dullness must be attributed to tight money and the still unsettled state of politics.

**BANKS:—**Hongkong and Shanghai changed hands in the early part of the week at 346 per cent. prem. and later in very small parcels at 345; on time no business is reported; the market closes quiet at 343 per cent. prem. The London rate has declined to £59.0s.0d. Nationals remain steady and inquired for at \$26 1/2 with small sales.

**MARINE INSURANCES:—**All Marines continue quiet, unchanged, and without business. There are sellers of most stocks and no buyers.

**FIRE INSURANCES:—**Without business, but shares could probably be obtained under quoted rates.

**SHIPPING:—**Hongkong, Canton and Macao have ruled rather steadier with sales at \$30. Indo-Chinas have found buyers at \$71 1/2, \$72, \$72 1/2, and \$73. Douglases at \$49 and \$47 1/2, and China Manilas at \$9, all in small lots. China Mutuals unchanged and without business.

**REFINERIES:—**Both China Sugars and Luzons continue very dull without any business to report.

**MINING:—**Unjoms have ruled firm and in spite of another poor crushing (219 oz. from 2,350 tons) have changed hands at \$8.75, \$9, \$9 1/2, \$9 1/2, \$9.75, and \$9.90. Shares are apparently very scarce and at time of closing a small unsatisfied demand exists. Charbonnages remain steady to firm at \$245, but without business. Olivers have changed hands at \$12 and \$12 1/2 for A's and at \$7.25 for B's, but close weaker at \$10 and \$7 respectively. The last crushing of 452 oz. from 585 tons is considered satisfactory. Queens continue on offer at 45 cents without leading to business. Jelebus have found buyers at \$15 and \$15 1/2, but close at \$14 1/2. Ranks have been done at \$64, \$64 1/2, and \$65.

**DOCKS, WHARVES, AND GODOWNS:—**Hongkong and Whampoa Docks have ruled very quiet and with a few shares on the market have declined to 525 per cent. prem. without business. Kowloon Wharves remain dull and inactive with only very small sales at \$96. Wanchais after small sales at \$45 and \$45 1/2 continue in demand at the latter rate. Amoy Docks after further small sales are on offer at \$18.

**LANDS, HOTELS, AND BUILDINGS:—**Hongkong Lands have ruled much quieter with small sales at \$113, \$112, and \$111. Kowloon Lands unchanged and without business. Hotels have also declined to \$127 with sellers and no buyers. West Points have been on offer at \$12 and \$31 without inducing buyers to come forward. Humphreys have been negotiated at \$10 after small sales at \$10 1/2 and \$10.15.

**MISCELLANEOUS:—**Star Ferries remain steady with sales at \$19 1/2. Green Islands have improved to \$29 with sales. Watsons have changed hands at \$16.70, \$16.60, and \$16.50, closing steady. Hongkong Cottons have improved to \$57 and Ices declined to \$123.



Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
<b>Banks—</b>		
Hongkong & Shanghai	\$125	\$533, sales & sales.
China & Japan, ord.	24	343 p. ct. prem.,=
Do. deferred	21	25 5s.
Natl. Bank of China		
B. Shares	28	\$261, sales & bys.
Foun. Shares	28	\$261, buyers
Bell's Aste-tos E. A.	21	nominal
Campbell, Moore & Co.	\$1	\$4, buyers
China Prov. L. & M.	\$10	\$2, buyers
China Sugar	\$100	\$147, sellers
<b>Cotton Mills—</b>		
Ewo	Tls. 100	Tls. 66 sellers
International	Tls. 100	Tls. 7
Laou-kung-mow	Tls. 100	Tls. 771, sellers
Soychee	Tls. 500	Tls. 30
Yahloong	Tls. 100	Tls. 77
Hongkong	\$100	\$7, buyers
Dairy Farm	\$5	\$12, buyers
Fenwick & Co., Geo.	\$25	\$42, buyers
Green Island Cement	\$0	\$29, buyers
H. & C. B. Kery	\$50	\$25
Hongkong & C. Gas	20	\$27
Hongkong Electric	\$10	\$13, sellers
H. H. L. Tramways	\$10	\$147, buyers
Hongkong Hotel	\$50	\$17, sellers
Hongkong Ice	\$25	\$18, sellers
H. & K. Wharf & G.	\$0	\$95, sellers
Hongkong Rope	\$50	\$19
H. & W. Dock	\$25	\$525 p. ct. p. em.=
<b>Insurance—</b>		
Canton	\$70	\$47, sellers
China Fire	\$20	\$7, sellers
China Traders'	\$25	\$34, sellers
Hongkong Fire	\$50	\$33, sellers
North-China	\$25	Tls. 20, buyers
Straits	\$20	\$5, sellers
Union	\$50	\$260, buyers
Yangtze	\$30	\$124, sellers
<b>Land and Building—</b>		
Hongkong Land Inv.	\$50	\$111, sellers
Humphreys Estate	\$10	\$0, buyers
Kowloon Land & B.	\$30	\$23, sellers
West Point Building	\$0	\$11, sellers
Luzon Sugar	\$100	\$52, sellers
<b>Mining—</b>		
Charbonnages	Fcs. 250	\$245, buyers
Gt. Estn. & O'donin	\$	\$70, buyers
Do. Preference	\$	\$0 cts., sellers
Jehehu	\$	\$1475, sellers
Quern's Mines Ltd.	2 c	\$5 cts., sellers
Oliwer's Mines, A.	\$5	\$1, sellers
Do. B.	\$4	\$175, sellers
Punjom	\$6	\$385, buyers
Do. Preference	\$1	\$, sellers
Raub	15s 10d	\$64, buyers
New Amoy Dock	\$63	\$18, sales & sellers
<b>Steamship Coys.—</b>		
China and Manila	\$50	\$30, sellers
China Mutual Pref	210	\$93, ex div., bys.
China Ordinary	210	\$7, buyers
Do.	25	\$3, 10s., buyers
Douglas Steamship	\$50	\$8
H., Canton and M.	\$5	\$0, sellers
Indo-China S. N.	20	\$73, buyers
Star Ferry	\$7	\$19, buyers
Tebrau Planting Co.	\$5	\$5, sellers
Do.	\$3	\$1
United Asbestos	\$2	\$2
Do.	\$10	\$10, nominal
Wanchai Warehouse	\$37	\$4, buyers
Watson & Co., A. S.	\$10	\$16.50

J. Y. V. VERNON, Broker.

SHANGHAI, 2nd October.—(From Messrs. J. P. Biset & Co.'s Report).—Business has been rather brisker this week, and we note improvements in China Traders', Hongkong Fire, Indo-China, Perak Sugar, Hongkew Wharf, and Shanghai Tug Boat shares. Banks.—Hongkong and Shanghai Banking Corporation.—No business is reported. Marine Insurance.—North-Chinas were sold at Tls. 20, and Yangtzes at \$125. Canton Insurance shares are offering at \$150. At the meeting of shareholders in the Straits Insurance Co. held in Singapore on the 28th ultimo the resolution to place the Co. in liquidation was confirmed. Fire Insurance.—Hongkongs have improved to \$335 in Hongkong. Chinas are offering locally at \$89. Shipping.—Indo-China S.N. shares were placed at Tls. 53/54 cash, Tls. 54/54 for October, and Tls. 55/55 for December. Sugar Companies.—Perak Sugar Cultivation shares have been placed at Tls. 6 to Tls. 6 1/2 cash and Tls. 66 for December. Docks, Wharves & Godowns.—Boyd & Co. shares changed hands at Tls. 195, and S. C. Farnham & Co. shares at Tls. 212. Shanghai and Hongkew Wharf shares were placed at Tls. 237/242 cash, Tls. 242 for November, and Tls. 250 for March. Lands.—Shanghai Land Investment shares were

placed at Tls. 83, and are wanted. Humphrey's Estate and Finance shares changed hands to 811, and Weihaiwei Land and Building shares at Tl. 25. Industrial.—Shanghai Gas shares were sold at Tls. 205/207. In Cotton Mill shares, Laou-kung-mows were sold at Tls. 78 cash and Tls. 63 for March, Yuh-Loongs at Tls. 58. Tug and Cargo Boats.—Shanghai Tug Boat shares were placed at Tls. 235, ex the last interim dividend. Cargo Boat shares are wanted Miscellaneous.—Shanghai Waterworks shares changed hands at Tls. 265. A sale of Shanghai-Sumatra Tobacco shares is reported at Tls. 324. Quite a large business has been done in Shanghai-Langkai Tobacco shares, at prices varying from Tls. 140 to 170 cash, at Tls. 170 for October, and Tls. 165 for November. We quote Tls. 170 as the closing rate. Loans.—Shanghai-Sumatra 8 per cent. Debentures were sold at Tls. 101 1/4. Quotations are:—

## BANKS.

Hongkong and Shanghai —\$555.63.  
Bank of China and Japan, Ltd.—£10.0.  
Do. ordinary.—£5.50.  
National Bank of China, Ltd.—\$26.00.

## COTTON MILLS.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 68.00.  
Hongkong Cotton S. W. & D. Co.—\$65.00.  
International Cotton Man. Co., Ltd.—Tls. 75.00.  
Laou-kung-mow Cotton Co., Ltd.—Tls. 78.00.  
Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.00.

## DOCKS, WHARVES, &amp;c.

Boyd & Co., Ltd., Founders.—Nominal.  
Boyd & Co., Limited.—Tls. 195.00.  
Hongkong & K'loon Wharf Company.—\$98.00.  
Hongkong and Whampoa Dock Co., Ltd.—\$775.00.  
S. C. Farnham & Co.—Tls. 212.50.  
Shanghai Engineering S. & D. Co.—Tls. 95.00.  
Shanghai & Hongkew Wharf Co.—Tls. 242.50.

## INSURANCES.

Canton Insurance Office, Ltd.—\$148.75.  
China Fire Insurance Co., Ltd.—\$87.00.  
China Traders' Insurance Co., Ltd.—\$64.00.  
Hongkong Fire Insurance Co., Ltd.—\$330.00.  
North China Insurance Co., Ltd.—Tls. 200.00.  
Straits Insurance Co., Ltd.—\$6.50.—Nominal.  
Union Insurance Society of Canton, Ltd.—\$260.  
Yangtze Insurance Assocn., Ltd.—\$125.00.

## LANDS.

Hongkong Land Invest. & A. Co., Ltd.—\$114.00.  
Humphreys Estate & Finance Co., Ltd.—\$11.00.  
Shanghai Land Invest. Co., (fully pd.)—Tls. 83.00.

## MINING.

Punjom Mining Co., Ltd.—\$9.00.  
Punjom Mining Co., Ltd., pref. shares.—\$2.00.  
Raub Australian Gold Mining Co., Ltd.—\$62.00.  
Sheridan Consolidated Co.—Tls. 4.00.

## SHIPPING.

China-Mutual preference.—Tls. 72.00.  
Do. ordinary, £3 paid.—Tls. 30.00.  
Co-operative Cargo Boat Co.—Tls. 170.00.  
Douglas Steamship Co., Ltd.—\$50.50.  
Hongkong, Canton and Manilla.—\$31.25.  
Indo-China Steam N. Co., Ltd.—Tls. 54.00.  
Shanghai Cargo Boat Co.—Tls. 175.00.  
Shanghai Tugboat Co., Ltd.—Tls. 235.00.  
Taku Tug & Lighter Co., Ltd.—Tls. 84.00.

## SUGAR.

China Sugar Refining Co., Ltd.—\$148.00.  
Luzon Sugar Refining Co., Ltd.—\$12.00.  
Perak Sugar Cultivation Co., Ltd.—Tls. 63.00.

## MISCELLANEOUS.

American Cigarette Co.—Tls. 67.50.  
Central Stores, Ltd.—\$11.00.  
China Flour Mills Co.—Tls. 30.00.  
Hall & Holtz, Ltd.—\$36.00.  
Llewellyn & Co., J., Limited.—\$55.00.  
Major Brothers, Limited.—Tls. 35.00.  
Shanghai Feather Cleaning Co.—Nominal.  
Shanghai Gas Co.—\$207.50.  
Shanghai Horse Bazaar Co., Ltd.—Tls. 80.00.  
Shanghai Ice, Cold Storage, & Refrigeration Co., Ltd., Tls. 36.00.  
Shanghai Langkat Tobacco Co., Ltd.—Tls. 175.  
Shanghai Rice Mills Co.—Tls. 25.00.  
Shanghai-Sumatra Tobacco Co.—Tls. 52.50.  
Shanghai Waterworks Co., Ltd.—Tls. 265.00.  
Watson Co., A. S., Limited.—\$17.00.

## TONNAGE.

SHANGHAI, 2nd October (from Messrs. Wheelock & Co.'s report).—Since last writing there has been a slight improvement in business for London, although no change in rates has taken place. There has only been one steamer loading outside the mails, and she has received very fair support. Coasting trade has been very brisk, and a very large demand for tonnage set in with the result that several good charters were effected, which took up all the available steamers, enquiries are still being made for further vessels, but there seem none to be had. Rates of freight are:

—London, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; Northern Continental ports, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; New York via London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Baltic ore via London, by Conference Lines, general cargo 52s. 6d.; waste silk 55s.; tea 57s. 6d.; Konigsberg via London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Manchester, by Conference Lines, general cargo 52s. 6d.; waste silk 55s.; tea 57s. 6d.; Liverpool, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Hamburg, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s. Above rates are subject to a deferred rebate, as per Conference circular. Genoa, by Conference Lines, tallow 26s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 40s. 6d. net; 35s. per ton of 20 cwt. net for above three ports. New York, by sail, 20s. nominal. New York via Pacific, 14 gold cent per lb. tea, 6 cents per lb. silk, \$10 per ton strawbrid. New York via Suez, 27s. 6d. general cargo, 10s. extra for Turmeric, 27s. 6d. for tea, all net. Boston via Suez, 35s. general cargo, 10s. extra for Turmeric, 4s. for tea, all net. Philadelphia via Suez, 55s. general cargo, 10s. extra for Turmeric, 40s. for tea, all net. Coast rates.—Mojito to Shanghai \$1.75 per ton coal; Nagasaki to Shanghai \$1.75 per ton coal; Newchwang to Kote 2. 5s.; to Nagasaki 18 cts.; to Swatow 27 cts.; to Amoy 7 cts.; to Whampoa 31 cts.; to Canton, 31 cts.; Wuhu and Chi kiang to Canton, Amoy, and Swatow, shipment not yet permitted.

## VESSELS ON THE BERTH.

For LONDON.—Coromandel (str.), Oanfa (str.), Candia (str.), Calchas (str.), Sado Maru (str.), Orestes (str.), Java (str.).

For BREMEN.—Sachsen (str.).

For MARSEILLES.—Tamba Maru (str.), Sado Maru (str.), Salazie (str.), Malaya (str.), Oanfa (str.).

For HAVRE AND HAMBURG.—Bamberg (str.), Heidelberg (str.), Savoia (str.), Siberia (str.), Andalusia (str.).

For TRIESTE VIA STRAITS etc.—Marie Valerie (str.).

For SAN FRANCISCO.—Onsang (str.), Nippo Maru (str.).

For PHILADELPHIA AND NEW YORK.—St. Mark (str.).

For SAN DIEGO VIA SHANGHAI.—Thyra (str.).

For VANCOUVER.—Empress of China (str.).

For VICTORIA, B.C. VIA SHANGHAI.—City of Dublin (str.).

For PORTLAND, O.—Monmouthshire (str.).

For NEW YORK.—Argyll (str.), Ping Suey (str.), Challenger, (str.).

For AUSTRALIA.—Yacata Maru (str.), Eastern (str.).

For SINGAPORE, PENANG, AND CALCUTTA.—Catherine Apcar (str.), Chelydra (str.).

For VICTORIA, B. C. AND SEATTLE.—Kinshiu Maru (str.).

## SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

## HONGKONG.

September—ARRIVALS:  
29, Andalusia, German str., from Hamburg  
29, St. James, Amr. bark from Manila.  
30, Meefoo, Chinese str., from Shanghai.  
30, Monmouthshire, Brit. str., from Portland.  
30, Haitan, British str., from Coast Ports.  
30, Doric, British str., from San Francisco.  
30, Maidzura Maru, Jap. str., from Amoy.  
30, Yuensang, British str., from Manila.  
30, Amara, British str., from Samarang.

October—  
1, Decima, German str., from Moji.  
1, Hiroshima Maru, Japanese str., from Moji.  
1, Hoihao, French str., from Pakhoi.  
1, Hongkong, French str., from Haiphong.  
1, Loyal, German str., from Hongay.  
1, Nanchang, British str., from Tongku.  
1, Prosper, Norwegian str., from Samarang.  
1, Petriana, British str., from Singapore.  
1, Sullberg, German str., from Chafsoo.  
1, Thales, British str., from Taiwanfoo.  
1, Tsinan, British str., from Sydney.  
1, Lothair, Italian bark, from Callao.  
1, Mary L. Cushing, Amr. sh., from N. York.



1. Kwanglee, Chinese str., from Canton.
1. Hupeh, British str., from Java.
1. Glenfalloch, British str., from Singapore.
2. Clio, British str., from Samarang.
2. Ohio, Amr. transport, from Manila.
2. Chelydra, British str., from Calcutta.
3. Loongmoon, German str., from Shanghai.
3. Java, Austrian str., from Moji.
3. Salvadora, Spanish str., from Manila.
3. Rattler, British gunboat, from Nagasaki.
3. Nanyang, German str., from Swatow.
3. Hating, French str., from Haiphong.
3. Taicheong, German str., from Deli.
3. Tientsin, British str., from Bombay.
3. Reuce, Amr. ship, from New York.
4. Oanfa, British str., from Liverpool.
4. Empress of China, Brit. str., from Vancouver.
4. Sado Maru, Japanese str., from Moji.
4. Wingsang, British str., from Swatow.
4. Chowtai, British str., from Bangkok.
4. Hailan, French str., from Pakhoi.
4. Meefoo, Chinese str., from Canton.
4. Triumph, German str., from Hoihow.
4. Kaisow, British str., from Liverpool.
4. Afghanistan, British str., from New York.
4. Benlarig, British str., from London.
5. Loyal German str., from Canton.
5. Glenshiel, British str., from London.
5. Hailoong, British str., from Tamsui.
5. Hector, British str., from Liverpool.
5. Sarpedon, British str., from Foochow.
5. Kutsang, British str., from Samarang.
5. Sullberg, German str., from Canton.
5. Talle, German str., from Hongay.
5. Propontis, British str., from Saigon.
5. Salaz e, French str., from Shanghai.
6. Diamante, British str., from Manila.
6. Hanoi, French str., from Haiphong.
6. Kinshin Maru, Jap. str., from Shimonoseki.
6. Malaya, British str., from Mororan.
6. Sungkiang, British str., from Manila.
6. Tamsui Maru, Jap. str., from Tamsui.
6. Pakhoi, British str., from Wuhu.

## September— DEPARTURES.

30. Valetta, British str., for Europe.
30. Parramatta, British str., for Shanghai.
30. Hallotis, British str., for Yokohama.
30. Holstein, German str., for Saigon.
30. Telemachus, British str., for Amoy.
30. Zweena, British str., for Saigon.
30. Meefoo, Chinese str., for Canton.
30. Nanyang, German str., for Swatow.
30. Kachidate Maru, Japanese str., for Moji.
30. Kaifong, British str., for Amoy.

## October—

1. Kwangping, Chinese str., for Chefoo.
1. Robt. Dickenson, Brit. str., for Nagasaki.
1. Ariake Maru, Jap. str., for Misuma.
1. Andalusia, German str., for Shanghai.
1. Chingwo, British str., for Singapore.
1. Formosa, British str., for Swatow.
1. Arratoon Apar, Brit. str., for Singapore.
1. Rohilla, British str., for Yokohama.
1. Hutton Hall, British ship, for Astoria.
1. Maidzuru Maru, Jap. str., for Swatow.
2. Sullberg, German str., for Canton.
2. Esmeralda, British str., for Manila.
2. Petriani, British str., for Yokohama.
2. Catherine Apar, Brit. str., for Calcutta.
2. Loyal, German str., for Canton.
3. Ohio, U.S. transport, for Guam, &c.
3. Airlie, British str., for Sydney.
3. China, Amr. str., for San Francisco.
3. Glenfalloch, British str., for Amoy.
3. Haitan, British str., for Swatow.
3. Tsinan, British str., for Shanghai.
3. Loongmoon, German str., for Canton.
3. Bisagno, Italian str., for Bombay.
3. Hiroshima Maru, Jap. str., for Bombay.
3. Kwanglee, Chinese str., for Shanghai.
3. Legaspi, Spanish str., for Manila.
3. Taicheong, German str., for Amoy.
4. Thales, British str., for Swatow.
4. Progress, German str., for Tauron.
4. Hoihao, French str., for Hoihow.
4. Hongkong, French str., for Haiphong.
4. Nanyang, German str., for Hongay.
4. Yuensang, British str., for Manila.
4. Taiyuan, British str., for Sydney.
5. Salahadji, British str., for Pulo Sembilan.
5. Oanfa, British str., for Shanghai.
5. Nanohang, British str., for Canton.
5. Equatoria, Belgian str., for Hongay.
5. Wingsang, British str., for Shanghai.
5. Meefoo, Chinese str., for Shanghai.
5. Clio, British str., for Amoy.
6. Retriever, British sch., for Manila.

6. Triumph, German str., for Hoihow.
6. Loyal, German str., for Hongay.
6. Independent, German str., for Kobe.
6. Afghanistan, British str., for Shanghai.
6. Sarpedon, British str., for London.
6. Kaisow, British str., for Shanghai.
6. Sado Maru, Japanese str., for London.
6. Hailan, French str., for Pakhoi.
6. Hating, French str., for Hoihow.
6. Sullberg, German str., for Chefoo.

## PASSENGER LIST.

## ARRIVED.

Per *Valetta*, from Shanghai, for Hongkong, Mrs. Wynter, Mrs. Campbell, Messrs. N. Moller, A. C. Macmillan, Rasnussen, Madame Ricco, Rev. and Mrs. Taylor, Privates H. J. Mathews, and A. Wildfire, R.M.

Per *Esmeralda*, from Manila, Mrs. Cortejo, Mr. and Mrs. Reyes, Mr. W. Dallands, Mr. J. de Garchition, Mr. Ed Pugh, Mrs. H. Tabor, Mrs. M. Rosario, Miss Juana de la Cruz, Mr. Hugo Hienrick, Capt. W. W. W. longhby, Messrs. F. Knighthart, M. Valanguela, T. de Lara, Adolf Freeman and Albert Tidwell.

Per *Parramatta*, for Hongkong, from London, Messrs. R. Moir and E. W. Terry, Comdr. R. Travers, and Sub-Comdr. Mills; from Marseilles, Mr. G. W. Pease; from Brindisi, Capt. Valenti; from Colombo, Sergt. Major Brown; from Penang, Mr. W. M. Black, and Mrs. Smith; from Singapore, Messrs. G. Robertson and K. Hajee Assan; for Shanghai, from London, Mr. and Mrs. Hunt and 2 children, Mr. Tisdall, Quarter-Master-Sergt. Littlefield, Lance-Corpl. Miller, Staff-Sergt. Dawson, and Mr. S. Nicholson; from Marseilles, Mr. and Mrs. Iburg; from Bombay, Mrs. M. H. Nicholson; from Singapore, Mr. Herbert Way; for Yokohama, from Brindisi, Mr. G. W. Allen; from Bombay, Col. W. J. Irwin.

Per *St. James*, from Manila, Mr. W. H. Mitchell.

Per *Monmouthshire*, from Portland, Mrs. T. Skinner and child, Miss Wingate and Mr. T. Larkin.

Per *Doric*, from San Francisco, &c., Mr. and Mrs. H. G. Miller, Mr. and Mrs. D. Muir, Mr. R. de Solis, Mr. N. O. Byers, Mr. A. A. Montagne, Mrs. Geo. T. Bowman, Mr. C. V. Ladds, Mr. A. W. Brewin, Mrs. S. P. Mobley, Mrs. I. M. L. Truitt, Mrs. I. R. Rivers, Mr. H. Price, Mr. M. Watson, Mr. A. H. Skelton, Mr. H. B. Kendrick, Miss H. Lewers, Miss McIntyre, Mr. W. M. Thornton, Mr. E. D. Matts, Mr. C. H. Crocker, Mr. and Mrs. A. Post, Capt. Rowan, Mr. Y. Matsuda, Mrs. F. H. Eldridge, Mr. T. H. Harris and Capt. F. Kofod.

Per *Yuensang*, from Manila, Mr. and Mrs. Davies, Mrs. R. Veinberg, Miss R. Follander, Messrs. J. Lobo, E. Jordan, J. Ramos, Conception, F. Rodriguez, A. Blancker, J. May, R. Humphreys, F. Jones, W. Dunlop, J. Belgira, A. Rozal, Mr. and Mrs. Zonenlicht and 143 Chinese.

Per *Hiroshima Maru*, from Moji, Mr. F. S. Mesa.

Per *Tsinan*, from Sydney, &c., Mrs. Newcomb, Mrs. Gould, Misses Steel, Phillips, Way, Watt, McCormack, and Truebinger, Messrs. Dott, Jeffries, McArthur, Kernon, and Swire.

Per *Chelydra*, from Calcutta, &c., Mr. Schmidt.

Per *Ohio*, from Manila, Capt. E. L. Beach, U.S.N., Lieut. E. T. Volgelgesang, U.S.N., Lieut. A. Cranston, U.S.A., Lieut. R. W. Barnett, U.S.A., Dr. Lowe, U.S.A., Lieut. U. G. Worrlow, U.S.A., Messrs. W. Cardwell, Bro. best, A. F. Dean, G. N. Thompson, E. F. Wilkinson, Misses L. N. Starr, A. Shaw, Sarah Shaw, and Jeanette C. Morris, Mrs. Robinson and child, Capt. F. M. Lencott, U.S.A., Lieut. G. H. Freeman, U.S.A., Lieut. W. O. Wright, U.S.A., Lieut. H. S. Howland, U.S.A., Messrs. E. C. Rost, U.S.A., C. A. Davis, U.S.N., P. Galhooley, G. C. Schnuder, U.S.A., H. Garoy, W. Lawrence, U.S.A., J. O. Wains, 296 enlisted men, and discharged U.S. soldiers.

Per *Loongmoon*, from Shanghai, Messrs. Steger, and Becker and 130 Chinese.

Per *Empress of China*, from Vancouver, Mr. E. Sharp, Rev. and Mrs. Beattie and 2 sons, Mr. and Mrs. Kemp and 2 children, Miss Zurmer,

Mr. J. S. Lee, Dr. and Mrs. Toy and 2 children, Rev. and Mrs. Jones, Mr. Barnes, Mrs. Destler, Rev. and Mrs. McKee, Dr. and Mrs. Boyd, Dr. and Mrs. Stumff, Mr. and Mrs. Warfield, Miss Bissell, Dr. and Mrs. Hamilton, Mr. C. Ley Kum, Miss Hobby, Rev. and Mrs. Patton, Mr. Austin, and Mr. Arnoux; from Victoria, Mrs. Robertson and child; from Yokohama, Lieut. Rundell, Mrs. E. Johnston, Mrs. D. MacHaffie and child, Miss Patterson, Major and Mrs. Whitty and 2 children, Mr. O. Ordish, Mr. and Mrs. Craddock and 2 children, Major and Mrs. Griffin, Mrs. and Miss Mast; from Kobe, Mr. J. Graeffe, Mrs. Ehmer and infant, Mr. E. Nordheim, and Miss N. Colville; from Shanghai, Mr. L. Benjamin, Dr. and Mrs. Gibson, Mr. A. Trojan, and Mr. Max Lehmann.

Per *Wingsang*, from Swatow, Mrs. Sterling and child.

Per *Sado Maru*, from Moji, Mr. and Mrs. Cruikshank, Mrs. and Miss Blokagam, Miss Rosse Veivan, Capt. C. Olsen, Messrs. Ferguson, Jaquard, Soppet, and Williams.

Per *Glenshiel*, from Singapore, for Shanghai, Mr. Hulbor; for Hongkong, Mrs. Hinds, and child and 134 Chinese.

Per *Hailoong*, from Tamsui, &c., Master J. McKie, Mr. T. W. Richardson, and Mrs. Choy.

## DEPARTED.

Per *Rohilla*, for Yokohama, Messrs. Thomas Myler and John Therese.

Per *Valetta*, from Hongkong, for London, Mrs. Palmer, Privates A. Wildlin and H. Matthews; for Bombay, Messrs. C. E. Mehta and S. C. Mehta; for Singapore, Messrs. W. Bernard, Gutierrez, and E. Dalico; for Penang, Mr. and Mrs. D. Muir; from Yokohama, for London, Mr. J. T. D. Hutton, Miss Hutton, and Fleet Engr. F. J. Moore; for Marseilles, Mrs. and Miss Hutton; for Marseilles via Brindisi, Comdr. S. Loverchis; for Singapore, Mr. M. J. Neelis; from Kobe, for London, Mr. F. W. Thomas, Miss C. F. Thomas, and Mr. F. E. Hammond.

Per *Esmeralda*, for Manila, Messrs. C. Fromm, F. Obozinski, B. Haeltermann, Mrs. L. Mansfield, Mr. Macgregor, Miss J. Waldorf, Mrs. A. Dow Currier, Messrs. Dumleavy and A. Valentin, Capt. Baxter, Major and Mrs. Devol, Messrs. W. M. Robertson and J. F. N. Bartlett, Mr. and Mrs. Post, Mrs. Bowman, Messrs. A. A. Montague, N. O. Blfers, W. Otake, G. Erakoff, G. Reichwein, P. Cruz, and A. Gon-salves.

Per *Airlie*, for Sydney, Mr. and Mrs. R. E. Reed, Messrs. H. Twyford and Bellow.

Per *China*, for Shanghai, Mr. and Mrs. C. E. Holworthy and 2 children, Mr. A. J. Hamilton Smythe, Mrs. W. A. Thornton, Mrs. H. Tabor, Mrs. H. Fuller, Bishop of Victoria, Mr. A. H. Meyers, Mr. L. L. Etzel, Mr. A. Mcir, Mr. Geo. J. Chapman, Lieut. C. D. O. Harman, Mr. and Mrs. A. E. Wheely, Mr. and Mrs. Naughton, Capt. Daly, Mr. Geo. F. Moyer, Mr. Carey, Mr. and Mrs. J. V. Dawes; for Kobe, Lieut. H. S. owland, U.S.A.; for Yokohama, Mrs. M. Hall Brutton, Miss M. Brutton, Mr. H. H. Todd, Mr. O. K. Davies, Mrs. W. H. Avery, Mr. J. K. rnan, Mr. John Snure, and Mr. Takeya; for Honolulu, Mr. Leo Chin and Mr. H. Stickle; for San Francisco, Messrs. John May, Hugh Bancher, Chas. H. Pugh, W. Daland, Geo. P. Pense, F. B. Jones, J. E. Farratt, John R. McArthur, Mrs. Pugh, Misses M. E. and E. V. Pugh, Mrs. Lee Lai, Mrs. Chin She, Miss Chong Chee Kok, Messrs. Ly Hoy Sang, Go Min, Jung Sun Hoo, and Hon Gin; for New York, Mrs. O. K. Davies; for London, Mr. M. Sandecki.

Per *Legaspi*, for Manila, Messrs. M. Sanchez, J. Lawrence, C. Vega, C. Alkan, T. Guerra, C. Pampliega, E. Gomez, J. Laguna, J. Garmendio, J. Romero, B. Bes-s, William Halloran, W. McCoy.

Per *Yuensang*, for Manila, Miss I. Smith, Mrs. J. Mc eill, Miss R. Hobby, Mrs. L. W. Destler, Messrs. Herbert Price, Jose de Gar-chitoren, J. W. Brown, J. Fitzgibbons, J. W. Barnes, and T. H. Larkin.

Per *Tsinan*, for Manila, Messrs. H. G. Miller, R. De Solis, E. D. Matts, W. M. Thornton, J. J. Armstrong, H. P. Whitmarsh, H. E. F. Austin, Mrs. Truitt, Mrs. Rivers, Mrs. Mobley, and Mrs. Miller; for Sydney, Miss Glassford, Mrs. O'Brien, and Mr. F. Murison.

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